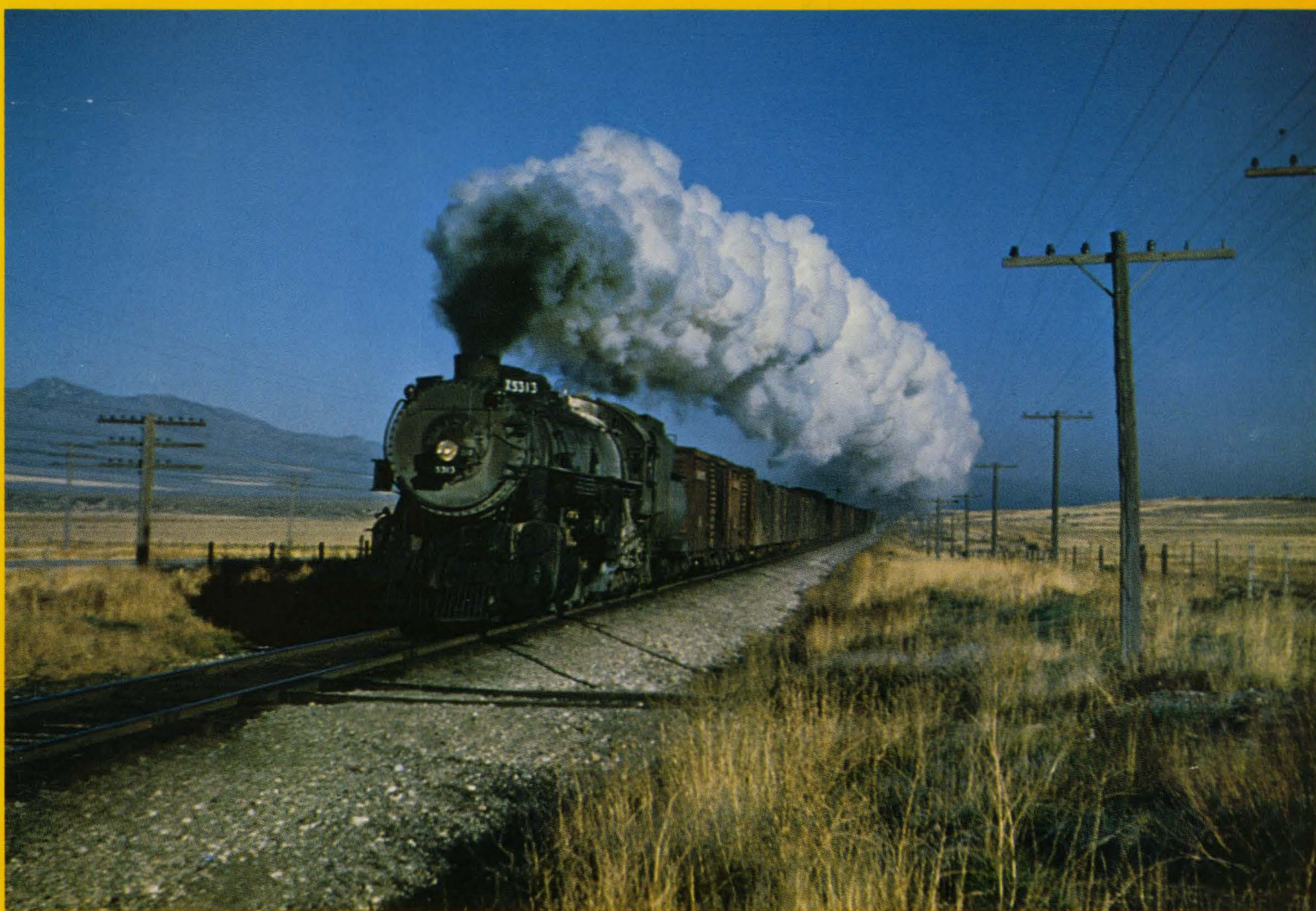


GREAT AMERICAN RAILROAD PHOTOGRAPHER SERIES

**EMIL ALBRECHT'S
UNION PACIFIC
SMALL STEAM POWER**



*ASSEMBLED AND EDITED BY
JAMES W. WATSON AND F. HOL WAGNER, JR.*

GREAT AMERICAN RAILROAD PHOTOGRAPHER SERIES

EMIL ALBRECHT'S UNION PACIFIC SMALL STEAM POWER

James W. Watson
ASSEMBLED AND EDITED BY
JAMES W. WATSON AND F. HOL WAGNER, JR.



Consolidation 535, switching the yard at Laramie, Wyo., on Aug. 23, 1955. The 535 was built by Baldwin in 1902 for the Oregon Short Line and carried OSL number 975 until the system renumbering of 1915. Constructed as a Vauclean compound, she was simplified sometime prior to 1917. In May 1958, she was renumbered along with all UP's remaining 2-8-0's, becoming 6535 to avoid conflict with new diesels then being delivered. The variety of 40-foot boxcars and PFE reefers which fill the Laramie yard are gone today, but the interesting old buildings of the downtown area remain.



© Copyright 1985
All Rights Reserved

The black and white photographs in this book are all from the collection of James W. Watson, while the color photographs on the front and rear covers are from the Al Chione collection.

Front Cover

Union Pacific 2-10-2 No. 5313 eastbound between Mc Cammon and Downey, Idaho on Oct. 26, 1947.

Back Cover

Two-tone grey 4-8-2 No. 7851 leaves Salt Lake City, Utah, on April 5, 1947 with train #31.

A variety of motive power is seen at the Salt Lake City engine facility in the views below and opposite. Interesting is the presence of a nearly identical lineup of locomotives, even though the photo below was taken on June 12, 1938, while the view opposite was made on April 5, 1936. USRA 0-6-0 No. 4754, prominent in both scenes, was built by Alco in 1919 and in later years was converted to an oil burner.



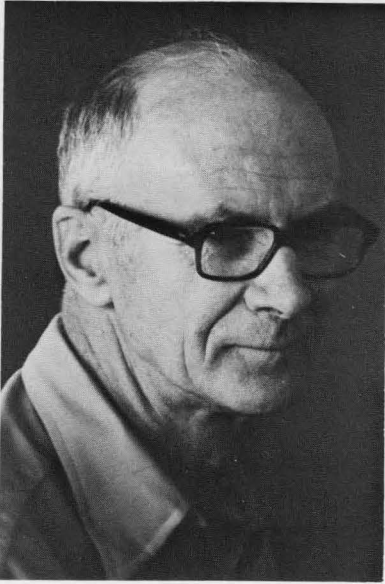


Photo By Donald D. Smith

EMIL ALBRECHT

Emil Albrecht was born Sept. 22, 1910, in Derendingen, Solothurn, Switzerland, where he grew up, attended school and worked for a year as an apprentice in a factory that made "all kinds and sizes of metal bolts."

May 1926 brought a big change for the Albrecht family. Emil, his parents and three younger brothers emigrated to the United States, more specifically, to Montpelier, Idaho. It was here that Emil's fascination for trains, and particularly for the Union Pacific, was kindled. To quote Emil, "I was fascinated by them because they were and are so much larger than any I had ever seen before."

Since the Albrechts were Mormons, they wanted to be closer to a temple, so later in 1926 they moved 50 miles south to Logan, Utah, some 30 miles north of Ogden.

Shortly after the move to Logan, Emil started to work for a local dairy farmer, earning enough money to purchase his first camera from Sears & Roebuck — a 616 box "Brownie." Later came a 127 camera, then a folding Kodak 616. Many of the photos in this book were taken with the Kodak 616, which Emil still owns.

U.S. citizenship came to Emil in the spring of 1940. In June of 1942 he was drafted by the U.S. Army and spent three and one-half years in an infantry division, where he "was thoroughly Americanized." During the time Emil was in the service, he continued his interest in railroading. Whenever he could, he photographed trains while stationed at Fort Carson, Colo., Fort Benning, Ga., and in France, Germany and Austria.

Returning home after the war, Emil continued his love affair with railroads, adding a new 620 camera and using it and the 616 until he obtained the 35mm Nikon cameras he uses today.

Besides his interest in railroads, Emil has a great love of art and is an accomplished artist, having painted a number of beautiful railroad scenes.

Emil also has enjoyed the support of his family as he pursued his affection for railroads. He was married to his first wife, Eveleen, in 1940. She passed away in 1972, and in 1973 Emil married his present wife, Phyllis. Both of these fine ladies not only tolerated but encouraged Emil's railroad photography efforts. Says Emil, "Both of these women have been supportive of my favorite hobby of railroad photography, and I am very appreciative of that."

Not only is Emil appreciative, but so too are the editors of this book, and hopefully also the readers. Without the support of these ladies, Emil might never have recorded the moments in history which we have gathered in this book. Our sincere thanks to Emil for his superb photographic efforts through all the years since he first began photographing railroad subjects in 1930.

James W. Watson
F. Hol Wagner, Jr.



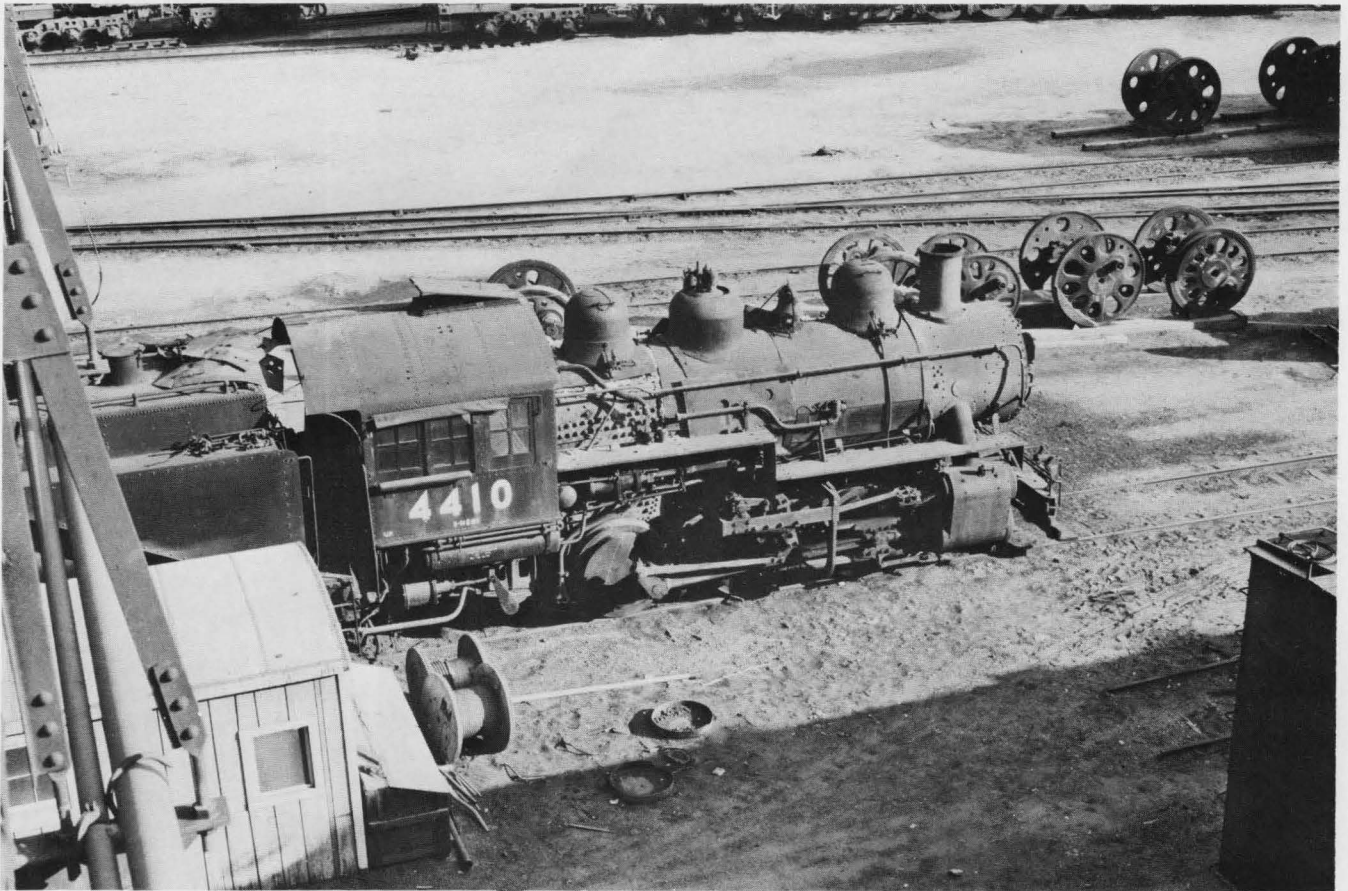


0-6-0 No. 4407 simmers outside the Salt Lake City roundhouse on April 5, 1936. Built by Baldwin in 1913 and originally numbered 1258, the 4407 later was rebuilt into a tank engine and became the Pocatello, Idaho, shop goat. Judging from the amount of escaping steam and the presence of snow on the mountains, the engine's cab curtains are probably still providing some comfort to the crew.

0-6-0's

The 4419 works beside Sperry Flour Company's elevator at Ogden, Utah, in the spring of 1946. This elevator appears in many of Emil's photos. Built by Lima in 1914 at a cost of \$12,160, the little 0-6-0's original OSL number was 1270, and she became 4419 in 1915. She had but a few months to live when this photo was made; retirement came in July of 1946.





Having completed her years of useful service, the 4410 sits in storage at Cheyenne, Wyo., in the summer of 1955, awaiting her ultimate fate. Turned out by Baldwin in 1913 as OSL 1263, she acquired her final number in 1915. It is interesting to note the different styles of drivers in the background, the pair of cylinder head covers lying in the foreground, and the staybolts visible on 4410's boiler where the jacket has been removed.

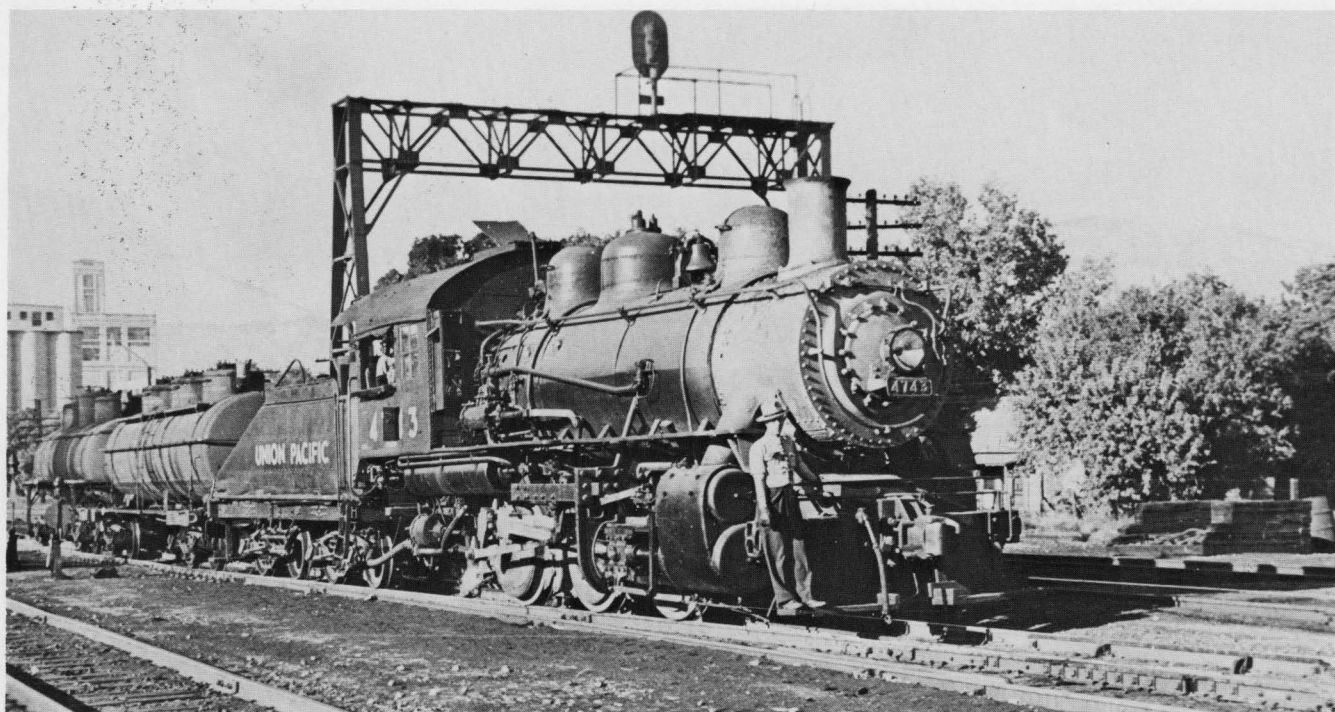
A 1918 Baldwin product, the 4750 switches the Ogden, Utah, yard on June 22, 1946. This classic little switcher has been converted into an oil-burner, and the switchman has found an interesting place to hang his lantern: with the rerail frog on the slope-backed tender. The 4750 was retired in December 1947.





Working with all her might, 4410 drags a seemingly endless string of passenger cars toward Ogden Union Depot on Sept. 3, 1947. The billowing black cloud is testimony to 4410's earlier conversion into an oil-burner.

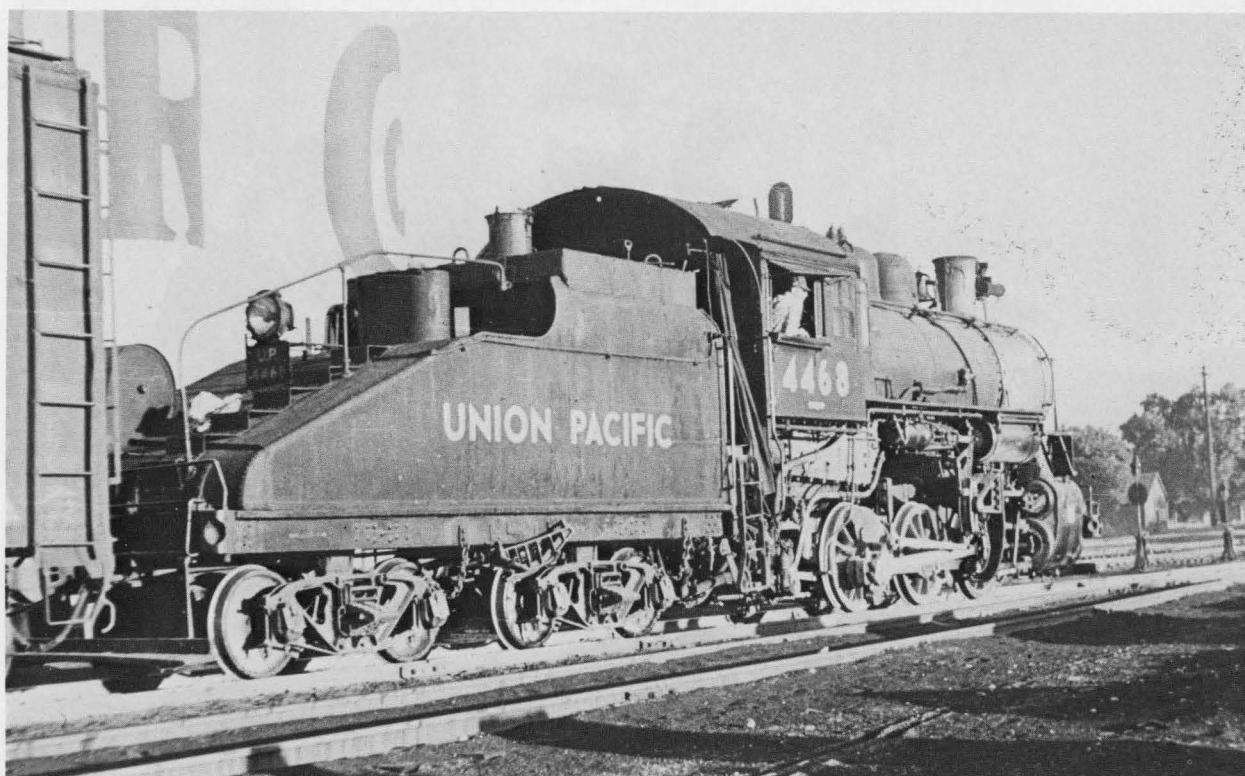
With the dapper looking brakeman riding her footboards, the 4743 works in Ogden on Sept. 3, 1947. Formerly OSL 533, she was turned out by Lima in 1914, and by the end of the year she will be off the roster. Note the power reverse gear mounted up above the running board.





A spur near the Evanston, Wyo., depot holds stored 0-6-0 No. 4420 on Aug. 29, 1957. Delivered by Lima in 1914 as OSL 1271, she has changed much since then. This excellent view of the slope-back tender shows the raised coal boards and the extended water filler hatch, which made it much easier — and drier — for the fireman to take on water. Note also the neat little covered fire hose reel, complete with rewinding crank. 4420 was donated to Evanston for permanent exhibit the next year.

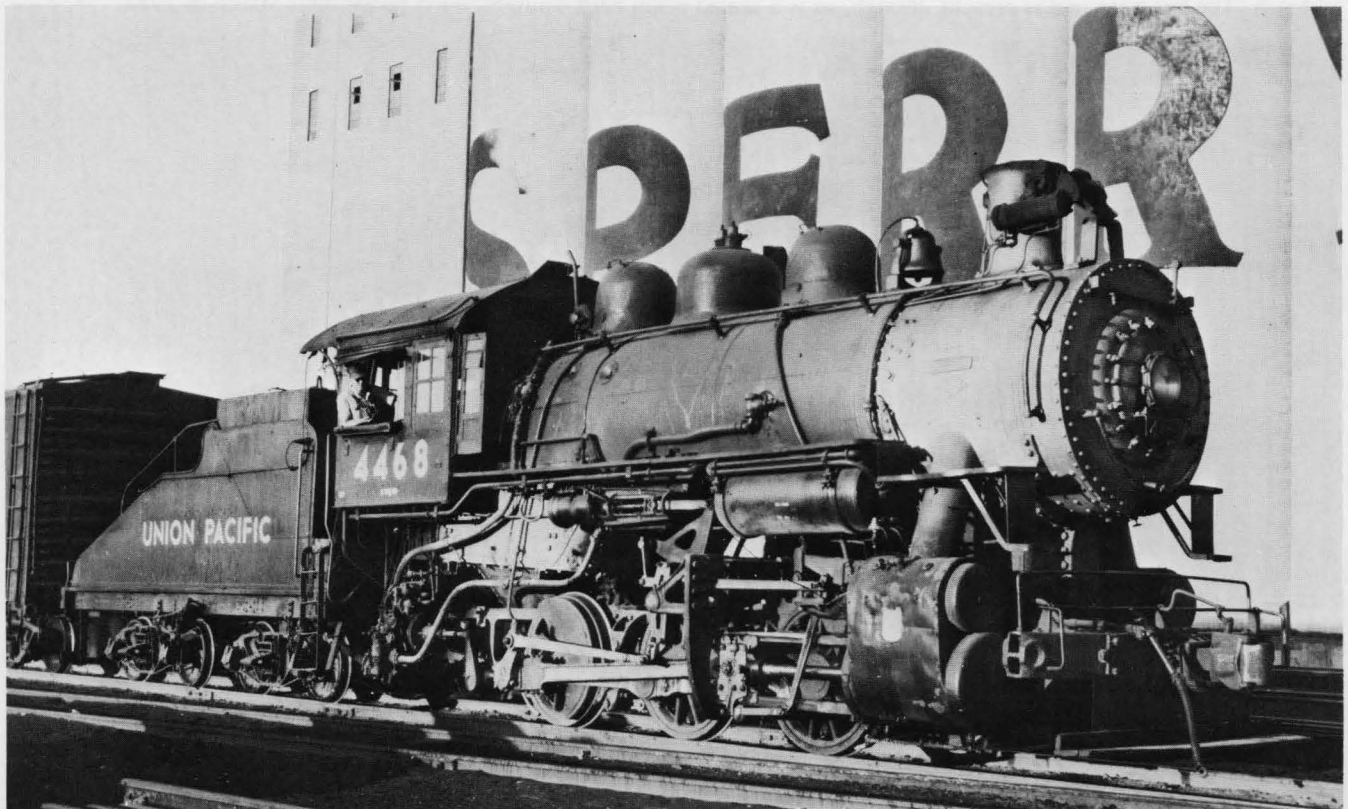
A similar view of 4468, in service at Ogden in August 1947. In this case, the tender has been converted for oil with the insertion of an oil bunker into the former coal compartment, but the water filler hatch has not been raised as high as the oil hatch. The fire hose reel is present, though, as is a sealed beam back-up light. 4468 lasted until March of 1953.



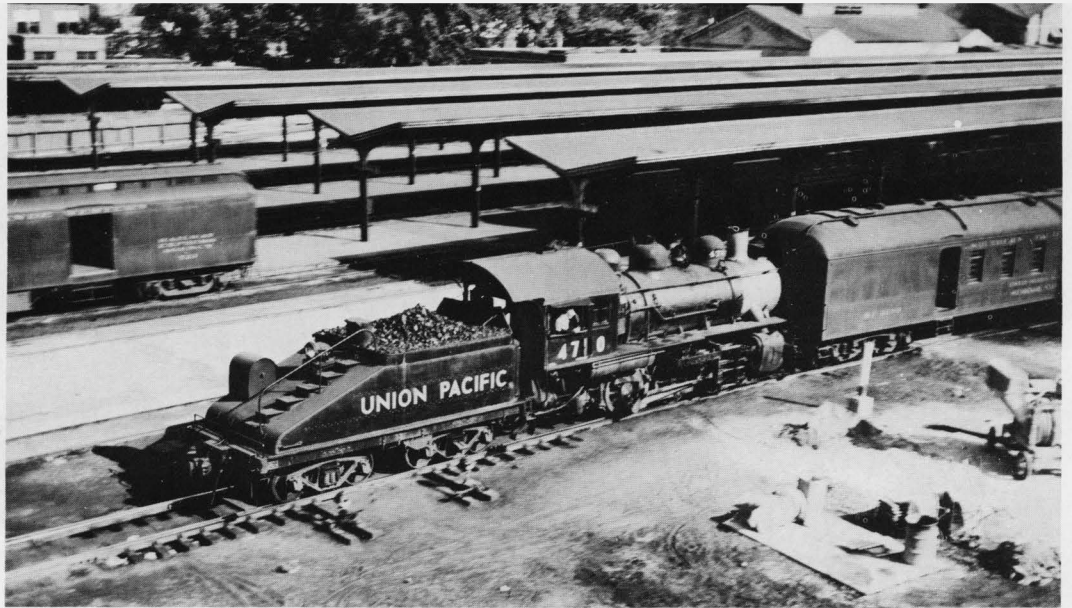


Well-maintained 4443 works the Ogden yard during the late 1940's. Built by Lima in 1916, the little 0-6-0 had a respectable tractive effort of 34,400 pounds. Equipped with a former road tender of the Vanderbilt variety and a smoke hood of the type designed for use in the Portland Peninsula Tunnel, the engine also features a sealed beam headlight recessed into the smokebox door.

Seen previously in a rear view, this is 4468 from the other end, with the afternoon sun nicely highlighting the engine's running gear, including Walschaerts valve gear. A Lima product of 1920 (as the diamond-shaped builder's plate testifies), the 4468 still sports remnants of an air-operated smoke hood on her stack.



Photographers of the early 1940's often didn't enjoy the fast film and shutter speeds of today's films and cameras; shutter speeds as low as 1/60 of a second were common. In the case of this photo, panning at 1/60 provided acceptable though not totally sharp results depicting 4740 switching Ogden Union Depot. Delivered as OSL 530 in 1914, the Lima product was re-numbered to 4740 the next year.

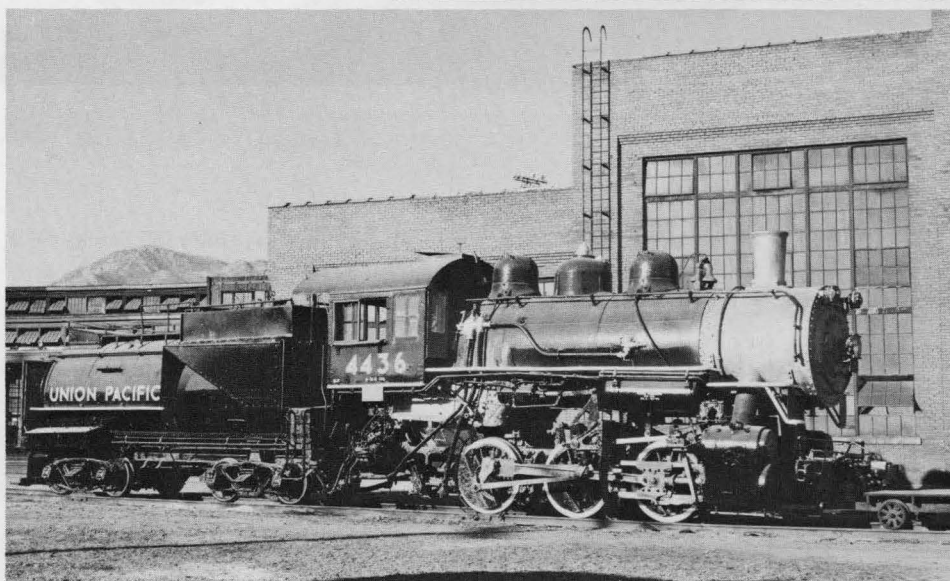
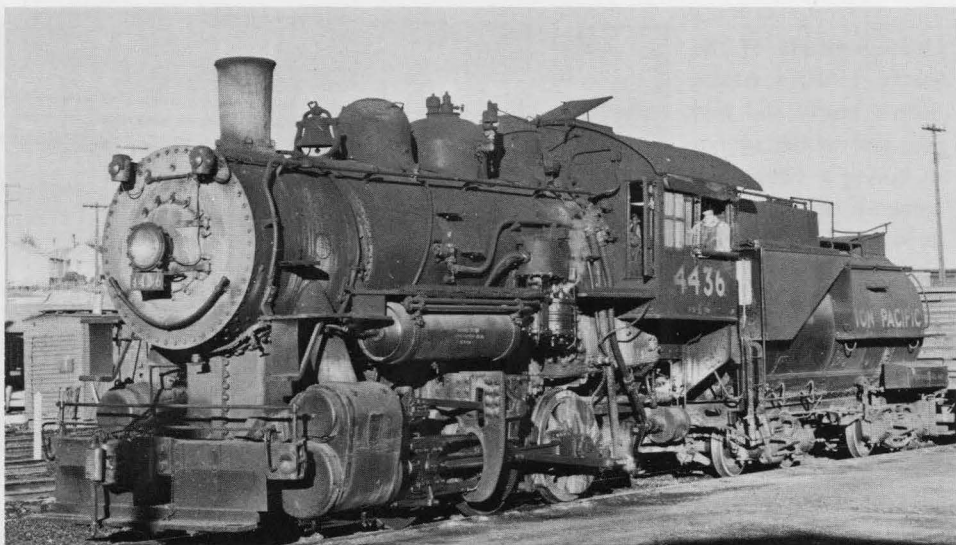


A chilly fall day in 1939 found the 4743, still with its pre-1937 lettering, street switching beside the Challenge Cream & Butter Association dairy in Salt Lake City. That delivery truck, blurred by the slow shutter speed, is as much a classic as the 1914 0-6-0.

More street switching in Salt Lake City, this time on Feb. 5, 1940, and with the H.J. Heinz Company warehouse for a backdrop. Inter-urban tracks and overhead add to the complexity of this downtown street operation. The 4741, another of the 1914 Lima batch, carries the new gothic-style lettering.

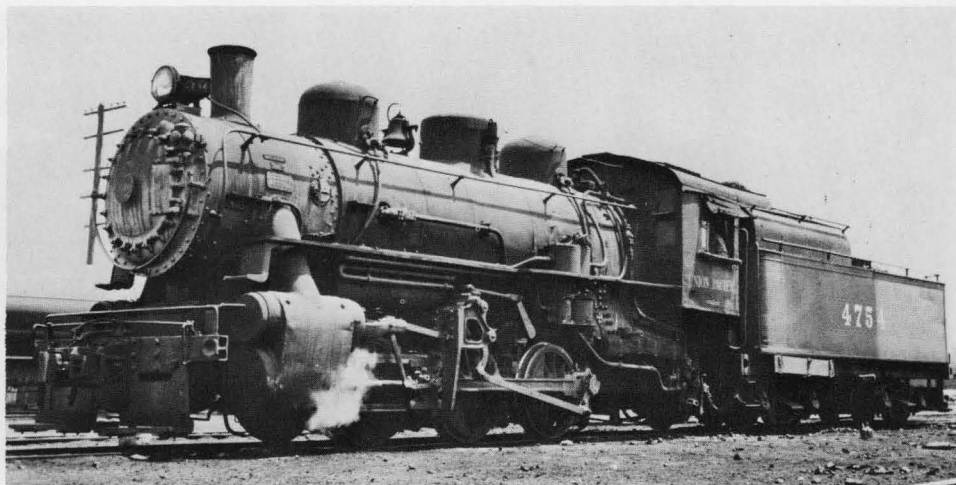


The 4436 works out her last days in switching service at Evanston, Wyo.; in fact, this Aug. 29, 1957, view probably shows the engine on its last day of use. The 1916 Baldwin graduate subsequently was refurbished for permanent display in Ogden, Utah.



Resplendent in a fresh coat of paint, 4436 rests outside the Ogden roundhouse awaiting the move to her final resting place. The oil-burner's tender still has the remains of the bracing for the long-since-removed diaphragm buffer plate once employed on passenger power and passenger switchers.



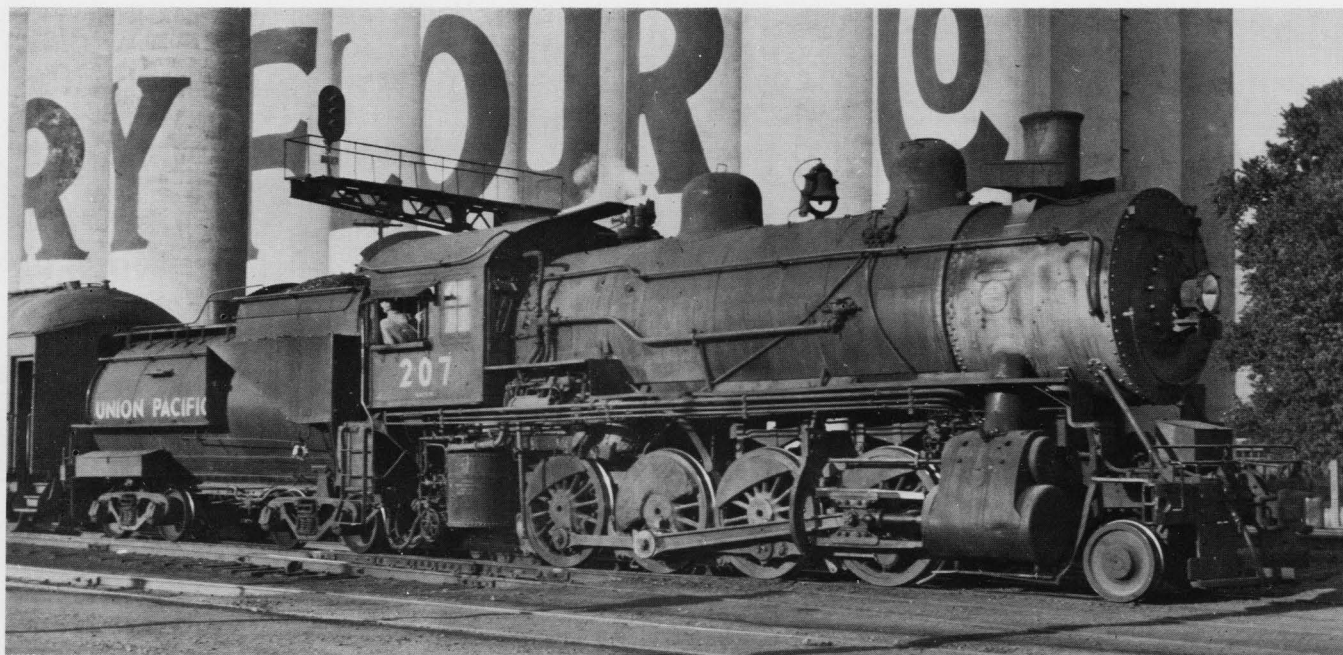


USRA 0-6-0 No. 4754 appears in two views taken about 26 months apart in Salt Lake City. The rear three-quarter view, showing tender details, was taken on April 5, 1936, and the front three-quarter view on June 12, 1938. In later years this engine would be converted to burn oil, the headlight would be relocated to the center of the smokebox door, and the engine would spend its last years east of the Rockies working in the Denver area.



The 4756, also of USRA design, shows the latter day changes made to the class by UP shop forces: conversion to oil and repositioning of the headlight. This view is in Ogden on June 22, 1946.





Harriman Standard 2-8-0 No. 207, a 1906 Baldwin product, handles coachyard switching chores at Ogden on June 22, 1946. Many of these Consolidations kept their old style vertical air reservoirs beneath the cab until their retirement.

2-8-0's

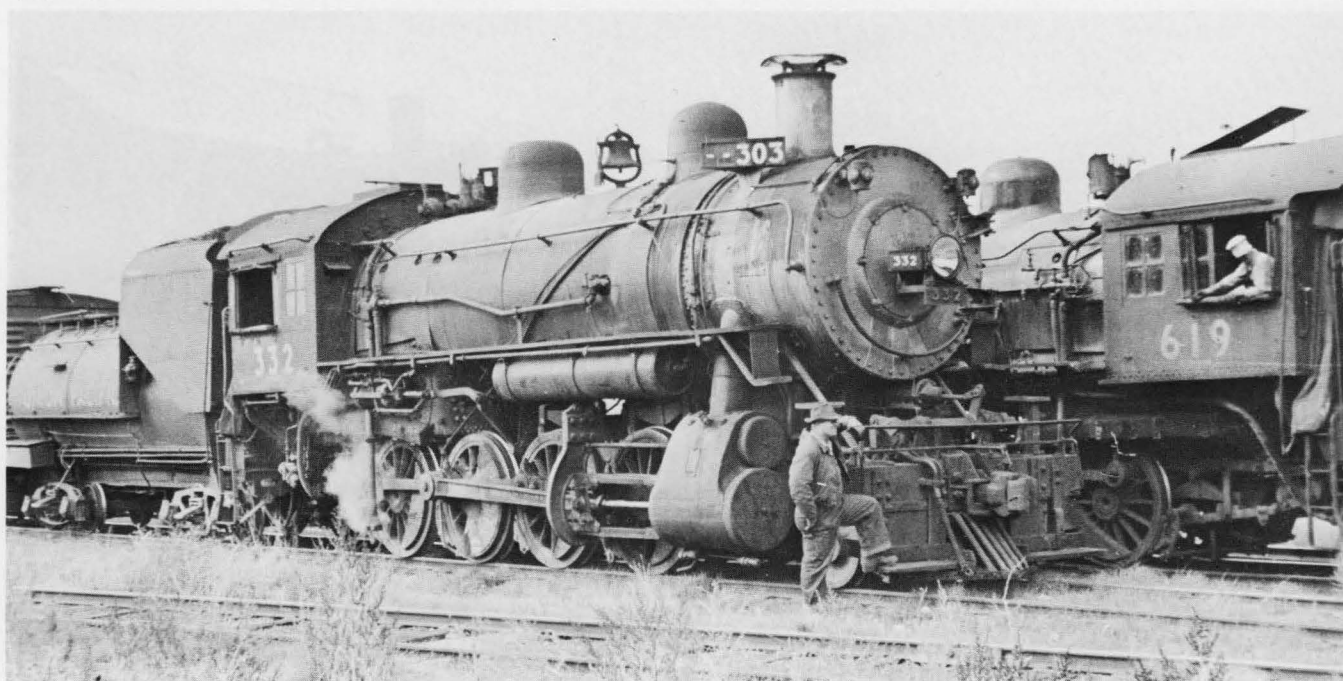
Extra 227 East storms out of Ogden on Feb. 15, 1946, and starts the upward climb through Weber Canyon. Like the 207 above, 227 was constructed by Baldwin in 1906 as part of a 110-locomotive order which included engines 201 through 310. The Consolidations cost \$15,068 apiece new.

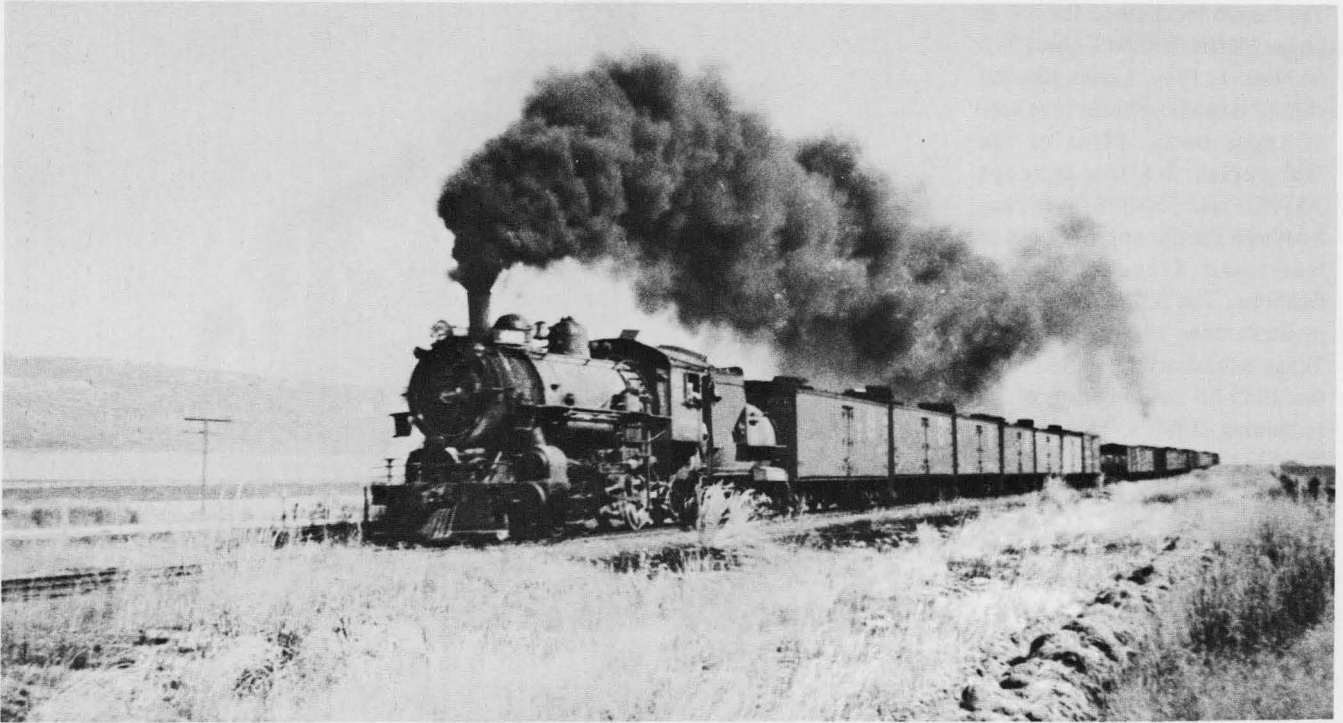


The Logan local crests the hill at Logan, Utah, behind Consol 332 on Nov. 1, 1947. Looks like the consist is made up entirely of cars of sugar beets. Most of the 300-series 2-8-0's (except 300-310 and 350-358) were ex-Southern Pacific engines built to Harriman Standard specifications. The 332 was acquired in September 1910 from Espee Texas subsidiary GH&SA; with the 1955-56 renumbering of all remaining 2-8-0's, she became the 6332.

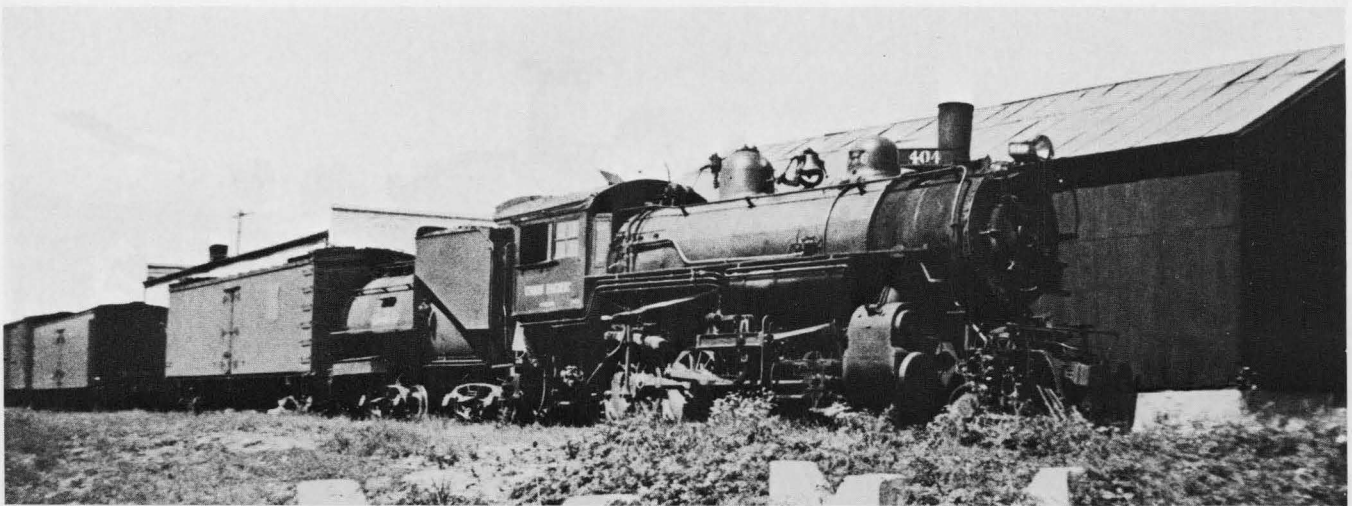


Carrying train number 303 in her number boards, the 332 waits at Logan in October of 1947 while sister 2-8-0 No. 619 finishes some switching chores. Only a few days separate this photo from the pair above, but in the interim the 332 has lost its spark arrestor.



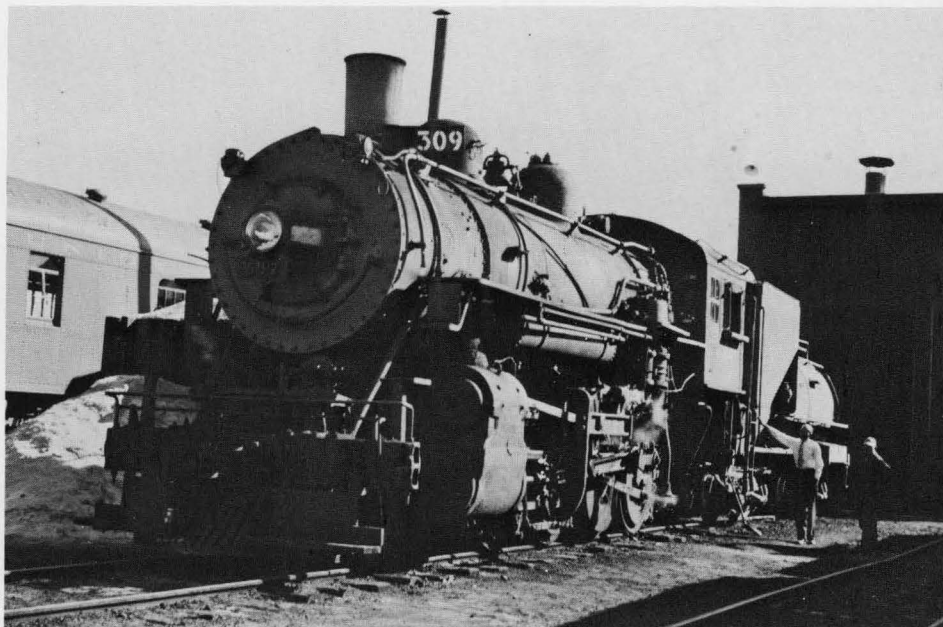


A mixed freight consist with six Pacific Fruit Express reefers up front rolls west near Petersboro, Utah, behind 2-8-0 No. 527 in the early Thirties. Outshopped by Baldwin in 1901 as an OSL Vauclain compound numbered 967, the engine was simplified sometime between 1910 and 1917, renumbered 527 in 1915 and finally retired in March 1954.



One of Emil's first photographic subjects was Consolidation 536 with train 404 in Logan during late summer or early fall 1930. The large outside admission cylinders are a giveaway that 536 is another of the simplified Vauclain compounds turned out by Baldwin for the UP in the early years of the 20th Century. First of its class to leave the roster, 536 was retired in October 1946, 10 years before most of her sisters, at the tender age of 43.

A well dressed gentleman, presumably a lesser UP official of some sort, poses with Consolidation 532 for Emil's camera outside the Blackfoot, Idaho, enginehouse on April 24, 1949. Built by Baldwin in 1902 as OSL 972, she assumed her new number during the 1915 system renumbering.



Buttoned up against the cold, the 525 steams away at Logan, Utah, on Feb. 13, 1948. The engine's pilot snowplow will probably see a lot more use on the Logan Branch before spring finally arrives.

The 533 works in Ogden alongside Espee 2-8-0 No. 2810 on Aug. 25, 1947. Stylishly curved coal board extensions increase the tender's coal capacity, and large cylinders, Walschaerts valve gear and a power reverse gear make the UP engine as modern as any on the system, and she will finish her career on the Coalmont Branch out of Laramie, Wyo. Note the wooden express reefer in ventilator service with its ice hatches open.





The 527 again, this time running as an Extra West, leaves Cache Jct., Utah, on May 30, 1938 — Decoration Day. Five D&RGW gondolas full of coal, two NP boxcars, a PFE reefer and a CA-1 caboose make up the consist. Within a few years, the 527 will lose her circular number plate, trading it for a lowered headlight with a smaller rectangular number plate.

UP bought a large number of Vauclain compound 2-8-0's from Baldwin between 1901 and 1903, the 518 being one of them. All were converted to simple engines between 1910 and 1917 with new cylinders and Walschaerts valve gear. Seen in storage at Salt Lake City on March 11, 1946, 518 still trails her original small rectangular tender riding on arch bar trucks. Sizeable coal board extensions give her a respectable fuel capacity, however.





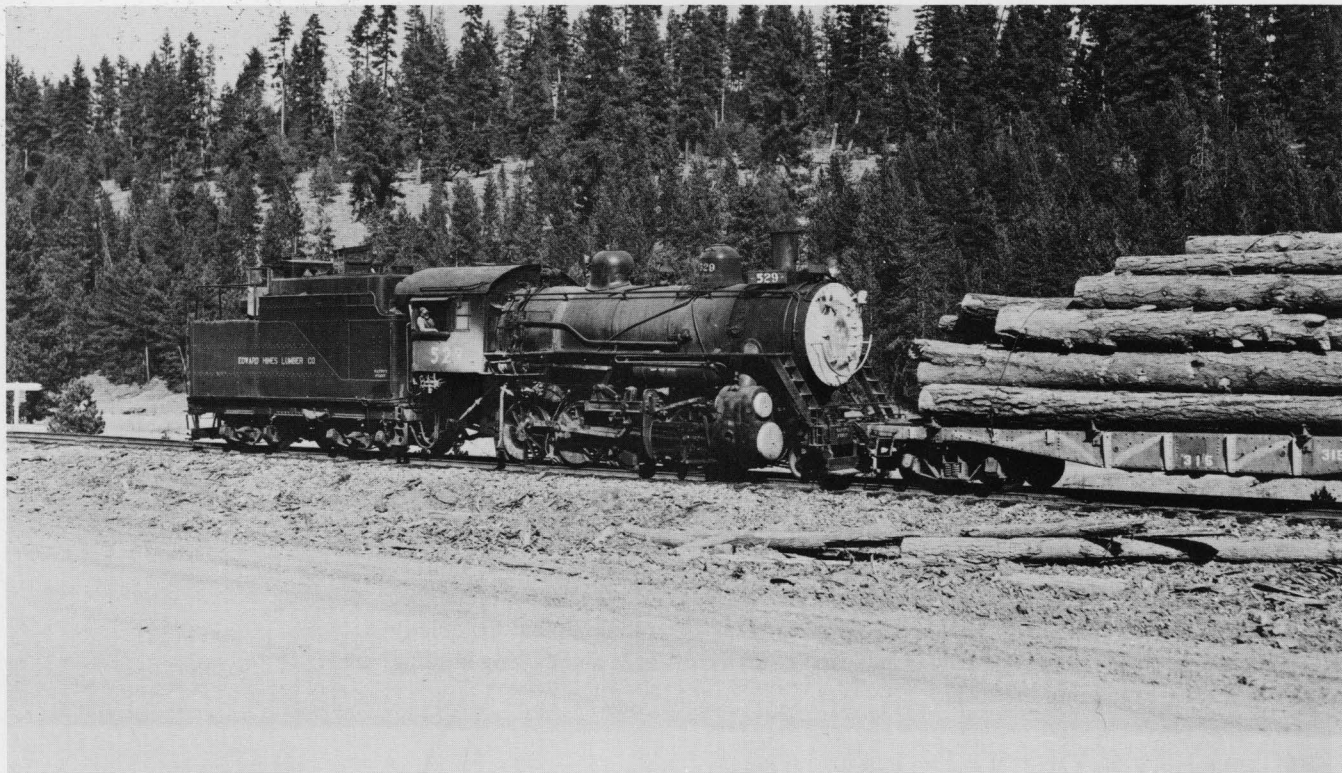
Consolidation 539 found a home on the Logan local for several years during the late 1940's. Running as train 304, the local waits at Logan on July 12, 1947, for the arrival of another extra local. The 539's engineer puts the idle time to good use, oiling around his quietly steaming charge. Note the second engine and caboose in the distance and the dog heading back home after examining the local.



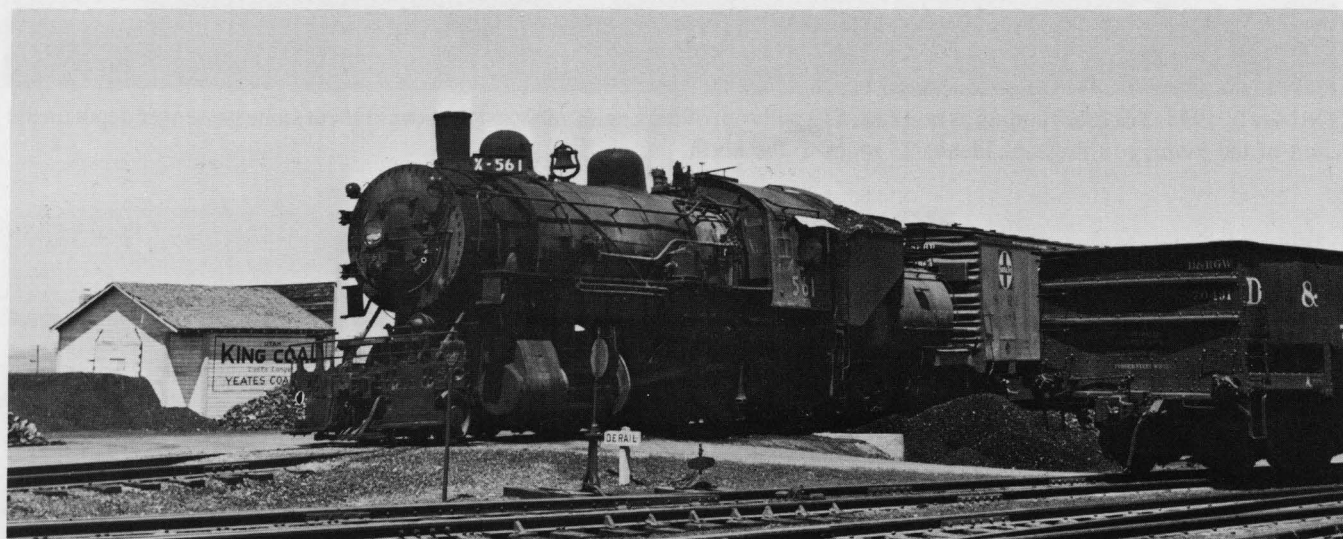
On May 5, 1948, this time running as an extra, 539 pulls out of the Logan yard past the beautiful cut stone passenger depot on the start of the journey to Preston, Idaho, 27 miles to the north.

With snow already capping the higher mountains, 539 smokes up an otherwise clear Logan sky while switching the yard in the fall of 1947.





In 1954 Arthur Peterson, one of Emil's long-time friends, photographed this former UP 2-8-0, the 529, working for Edward Hines Lumber Co. near Seneca, Ore., and he sent Emil this shot of the engine. Purchased by the logging road in December 1948, the engine still sports its UP numbers on the cab and sand dome. The headlight has been moved back to the top of the smokebox, however, and a large "doghouse" and safety railing for the brakeman have been added to the oil-burner's tender.



The year 1948 finds former OSL Consolidation 1011, now UP 561, switching at Logan, Utah, beside the Yeates Coal Co. yard. In a few short years the 561 would be re-assigned to the Nebraska Division, becoming perhaps the only 500 to see service in the Cornhusker State. Upon retirement in 1955, the engine would be placed on permanent display in Columbus, Neb.

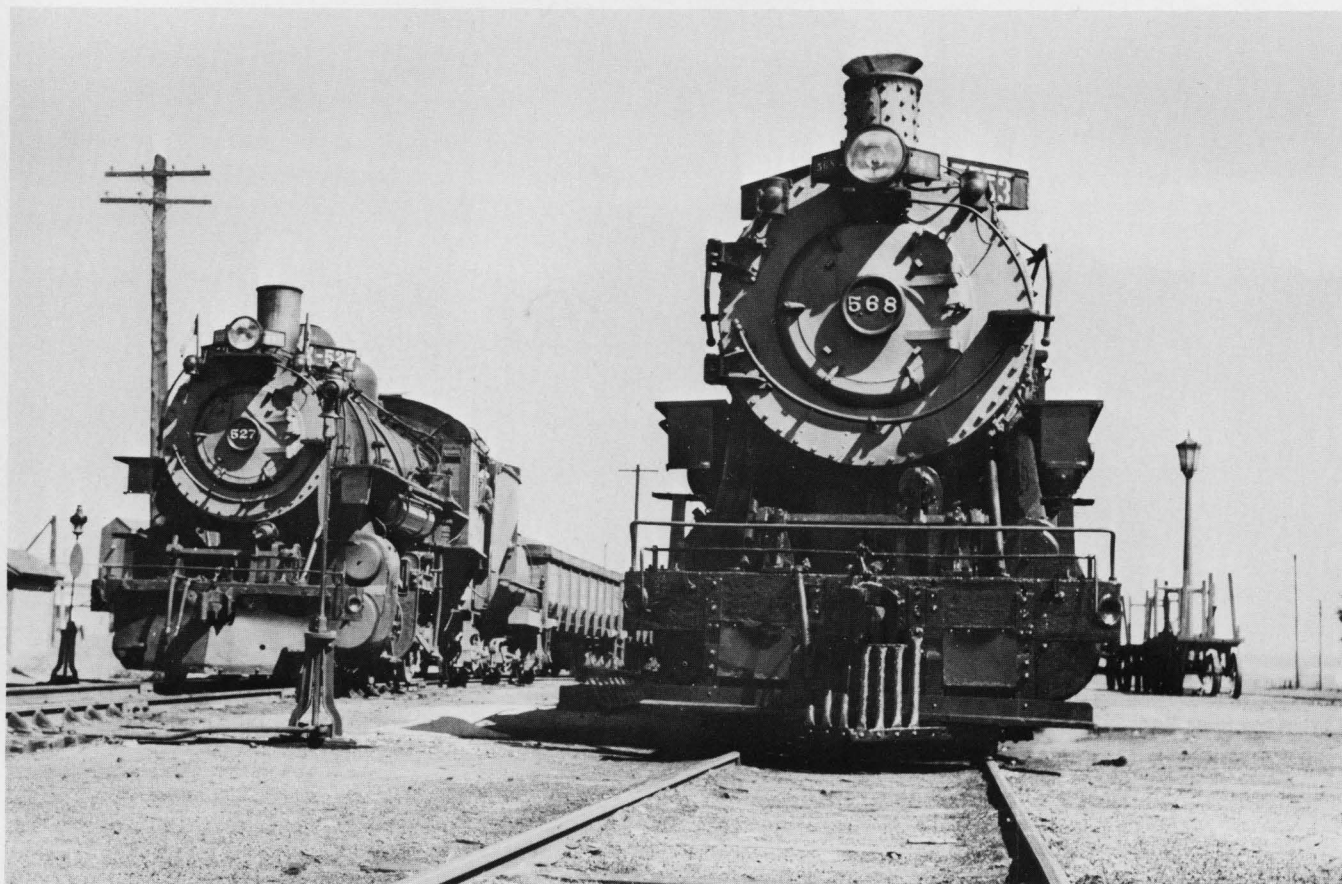


On an overcast Sept. 27, 1947, the 567 rolls into Logan with train 304, the Preston, Idaho, to Cache Jct., Utah, local. That's quite a train for the little Consolidation!



Sister 2-8-0 No. 569 was the Logan switcher on Aug. 13, 1947. Many modifications have been made to the engine since she was turned out by Baldwin in 1906 as OSL 1019. Note that the coal board extensions are different on the two sides of the shorty Vanderbilt tender.





A pair of magnificent photos taken at Cache Jct., Utah, on May 30, 1948, depict an unusual UP locomotive — one equipped with “stack warts.” Consolidation 568, Baldwin class of 1904, has been modified, along with at least six other UP engines, in an apparent attempt to create an effective spark arrestor. The attempt must not have been particularly successful, as 568 also sports a more common inverted screen cone atop her “wart”-covered stack. The 568 is powering train 553, the Cache Jct. to Preston, Idaho, passenger local, while on the next track is Extra 527, the Logan local freight, seen also on page 16. The Harriman baggage-RPO and coach provide all the accommodations necessary for the branchline run.





Emil caught up with the 568 again later in 1948 at Montpelier, Idaho. Gone is the screen spark arrestor, but the “stack warts” are still there. This rear three-quarter view illuminates a wealth of tender detail, including grabirons, tool boxes, marker light box and extensive patching.

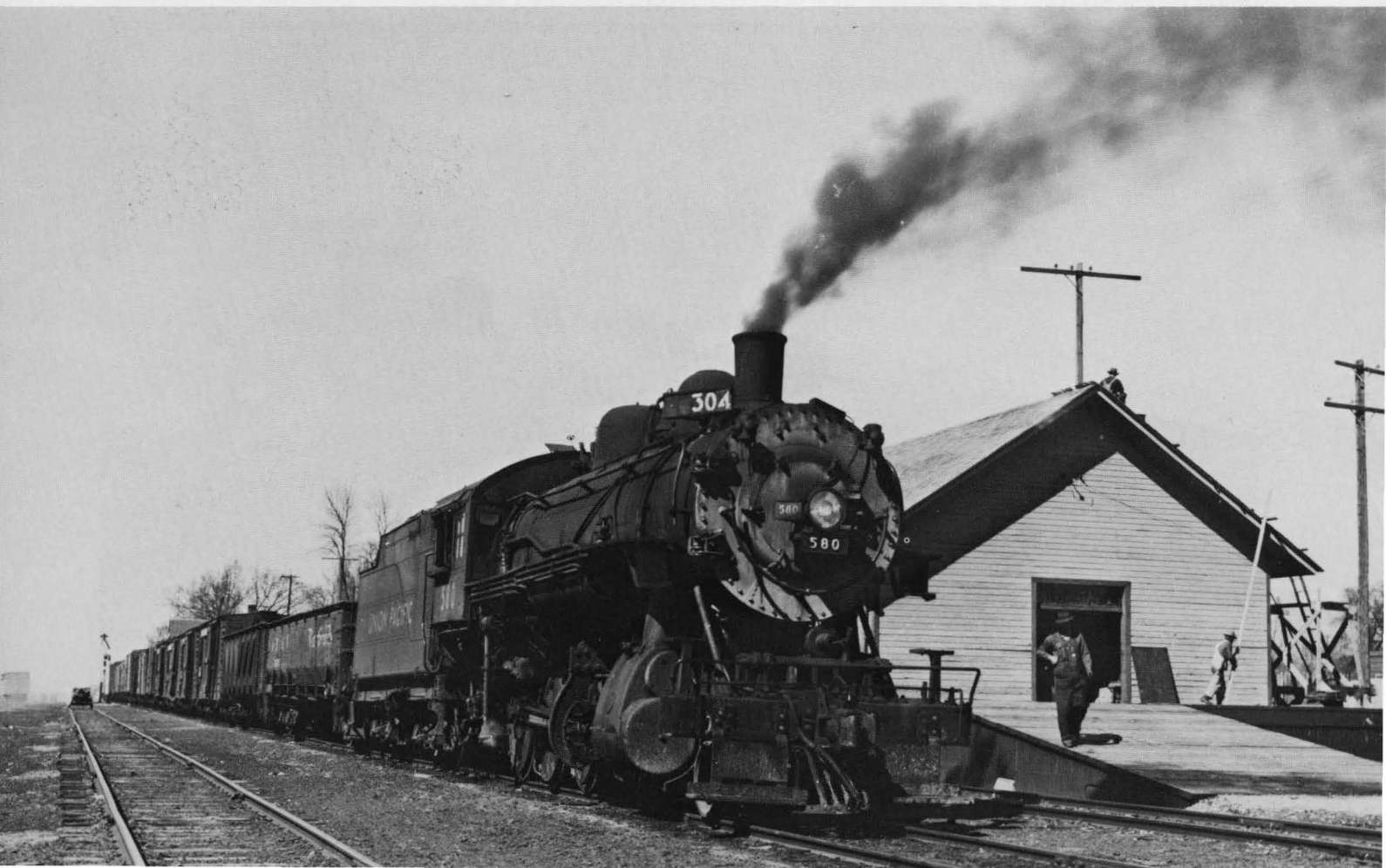
April of 1949 brought the 576 to Logan as the local switcher. Equipped with a rather large Vanderbilt tender, the 1906 Baldwin is about ready for a new paint job. Smoke drifts from a stack that once sported an inverted cone spark arrestor but which now carries only the brackets.

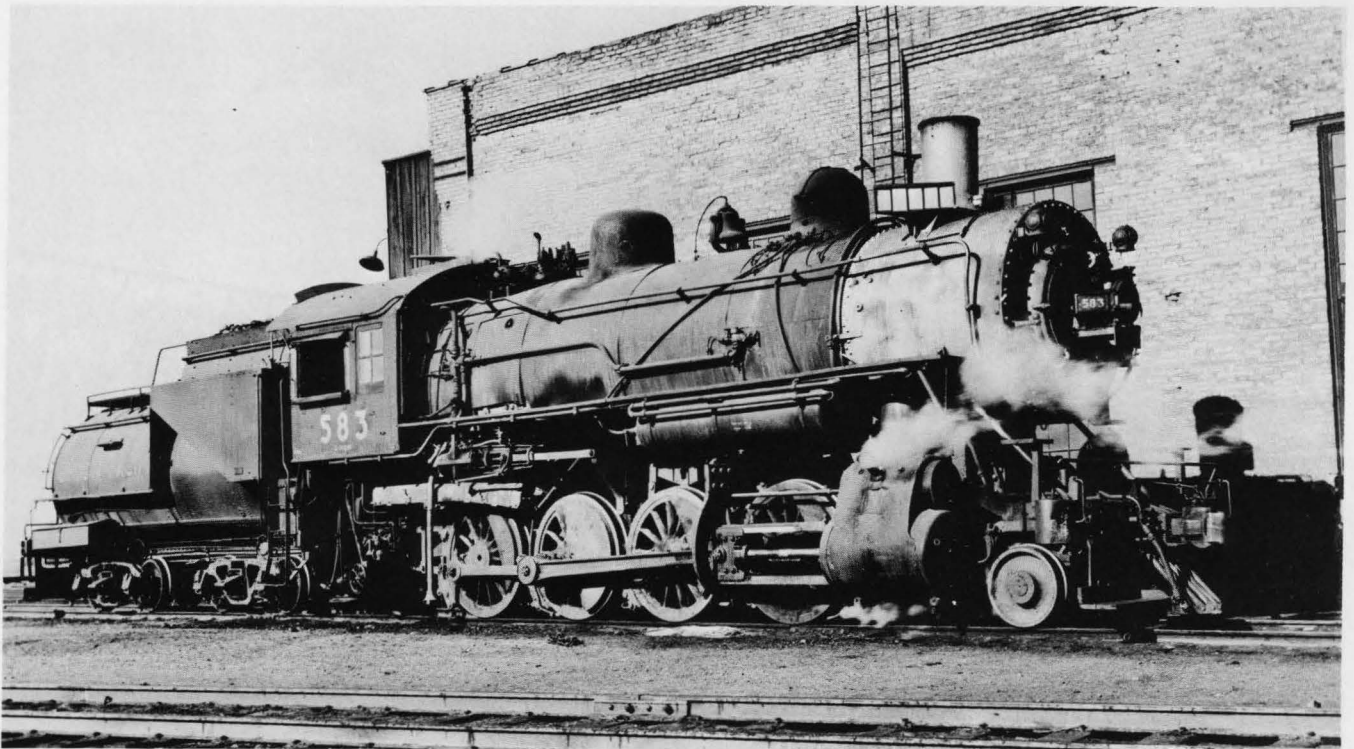




Trim little Consolidation 580 shows off her original 1906 rectangular tender as she switches at Logan in 1947. By this time the coal boards had been extended twice, and cast steel Andrews trucks had replaced the arch bar versions originally under the tank.

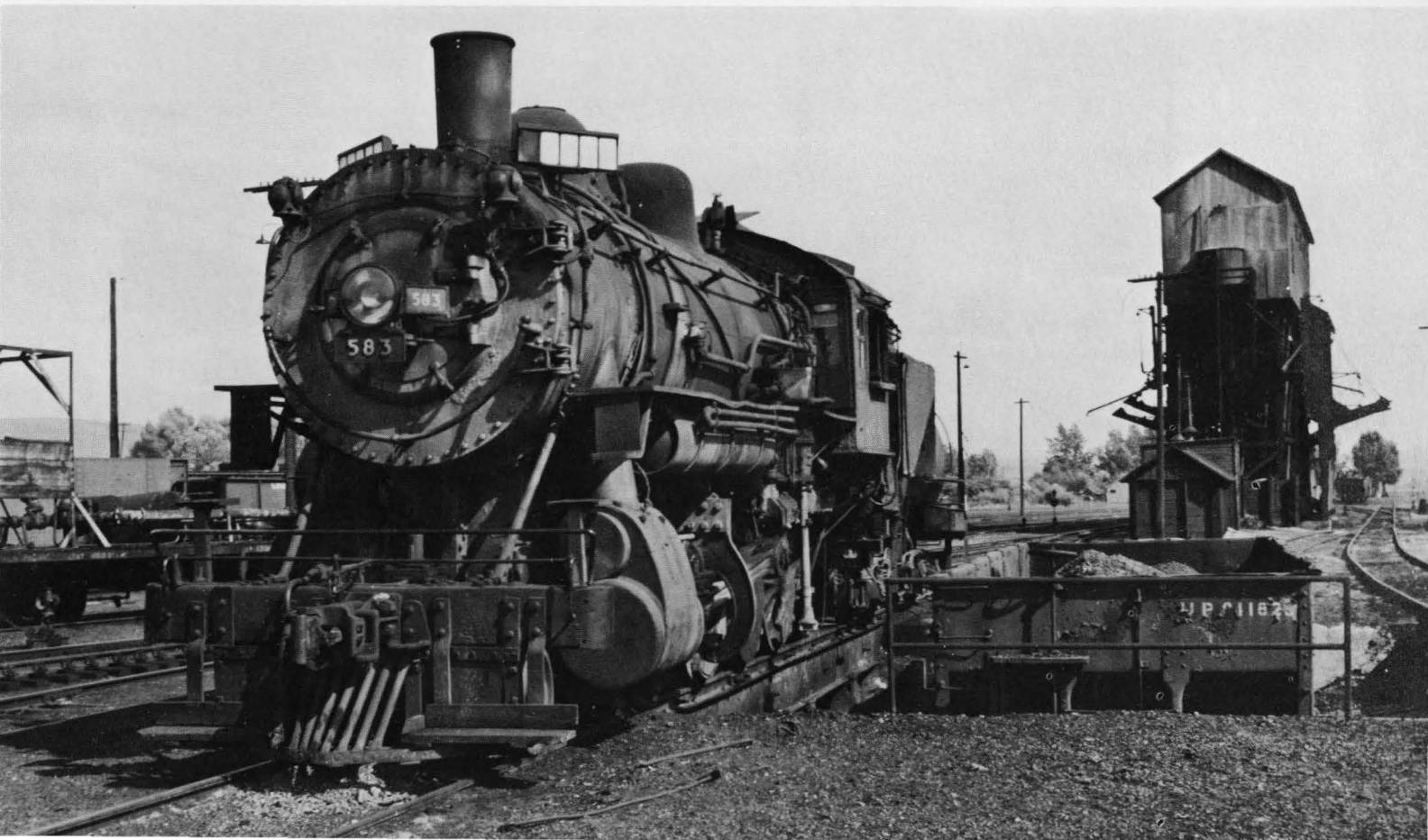
On a sunny April 12, 1947, the 580 simmers beside the Logan freight depot with the local freight. Winter is past, and B&B crews are busy repairing the season's ravages to the freight house roof. The track speeder in the distance is indication of the close eye being kept on the roadbed for soft spots during the spring thaw.

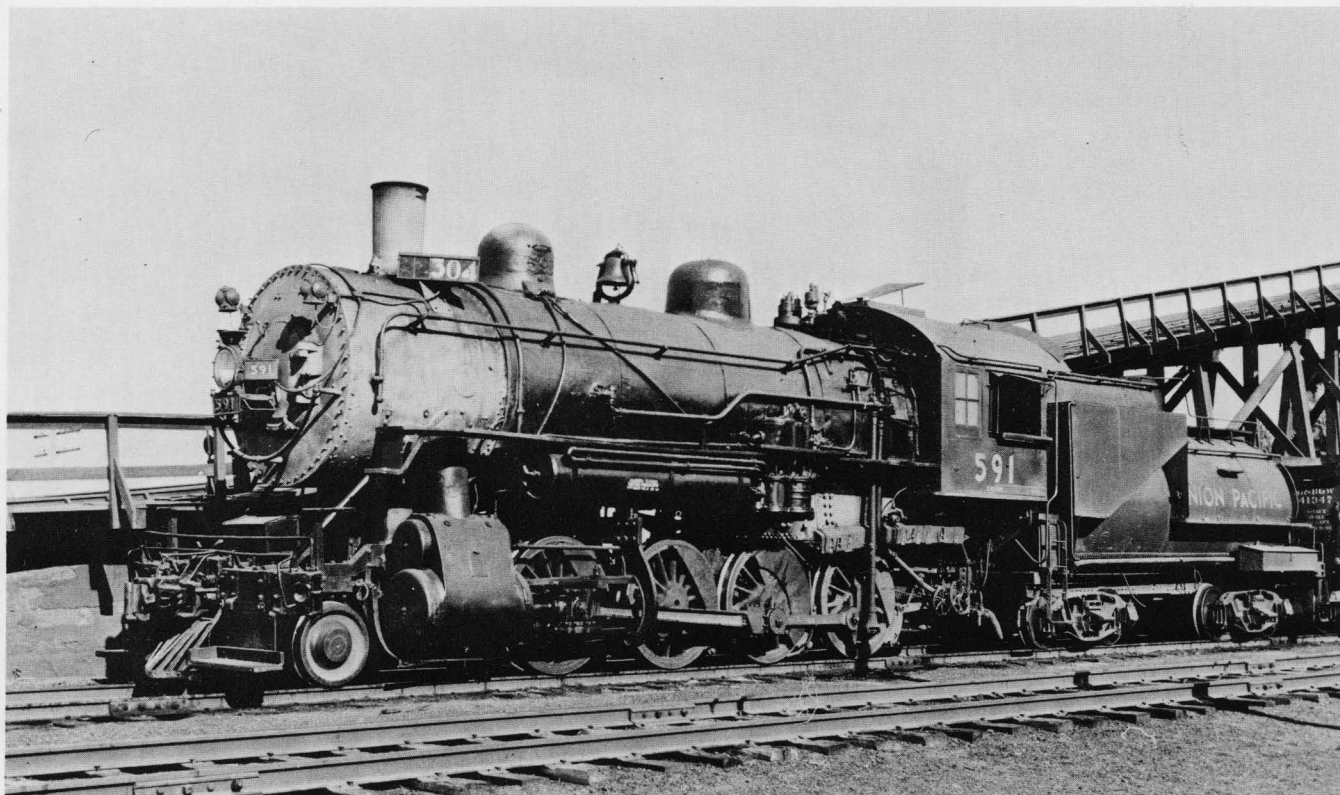




This well lit view of the 583 beside the Montpelier, Idaho, roundhouse in June 1948 highlights the finer details of the locomotive's construction. Note especially the raised but inset coal boards, making the 583 ideally suited for switching service by improving rearward vision for the engine crew.

The 583 pays a visit to the Montpelier ash pit that same June day in 1948. Coaling facilities like the one in the distance were common on the Oregon Short Line but were not seen elsewhere on the UP system.





Spiffy 591 poses beside the ramp of the Cache Jct., Utah, coaling station on July 13, 1946. Built by Baldwin in 1907 as OSL 1041, the locomotive was unique among her class, being equipped originally with 55-inch drivers instead of the customary 57-inch ones. In later years, however, the engine lost this unique distinction when standard 57-inch drivers were applied. Interesting features evident in these views include pilot tool box and switching tender with inset coal boards and fire hose reel. In May 1950 the 591 was sold to the Butte, Anaconda & Pacific, becoming the copper carrier's No. 33.





Having left her train on the mainline, the 580 reaches into a siding to pick up an old fishbelly underframe outfit car and several revenue cars. The outfit car appears to be rebuilt from a Harriman Standard B 50-1 boxcar.

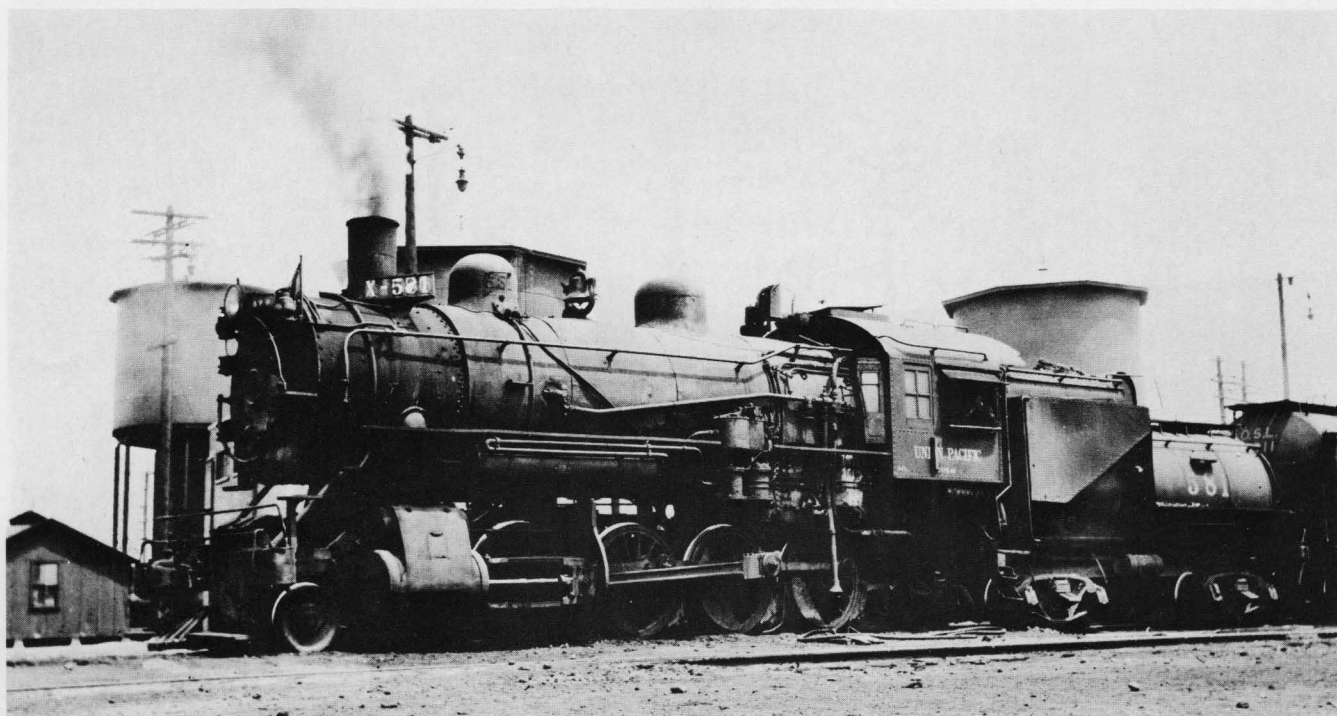
Seen this time in the latter part of 1947, 580 works the small yard at Cache Jct., Utah, switching a BA 50-1 ballast hopper equipped with side boards for hauling sugar beets. In the short period of time since the other photos of 580 were taken, the engine has been equipped with one of the inverted cone screen spark arrestors.

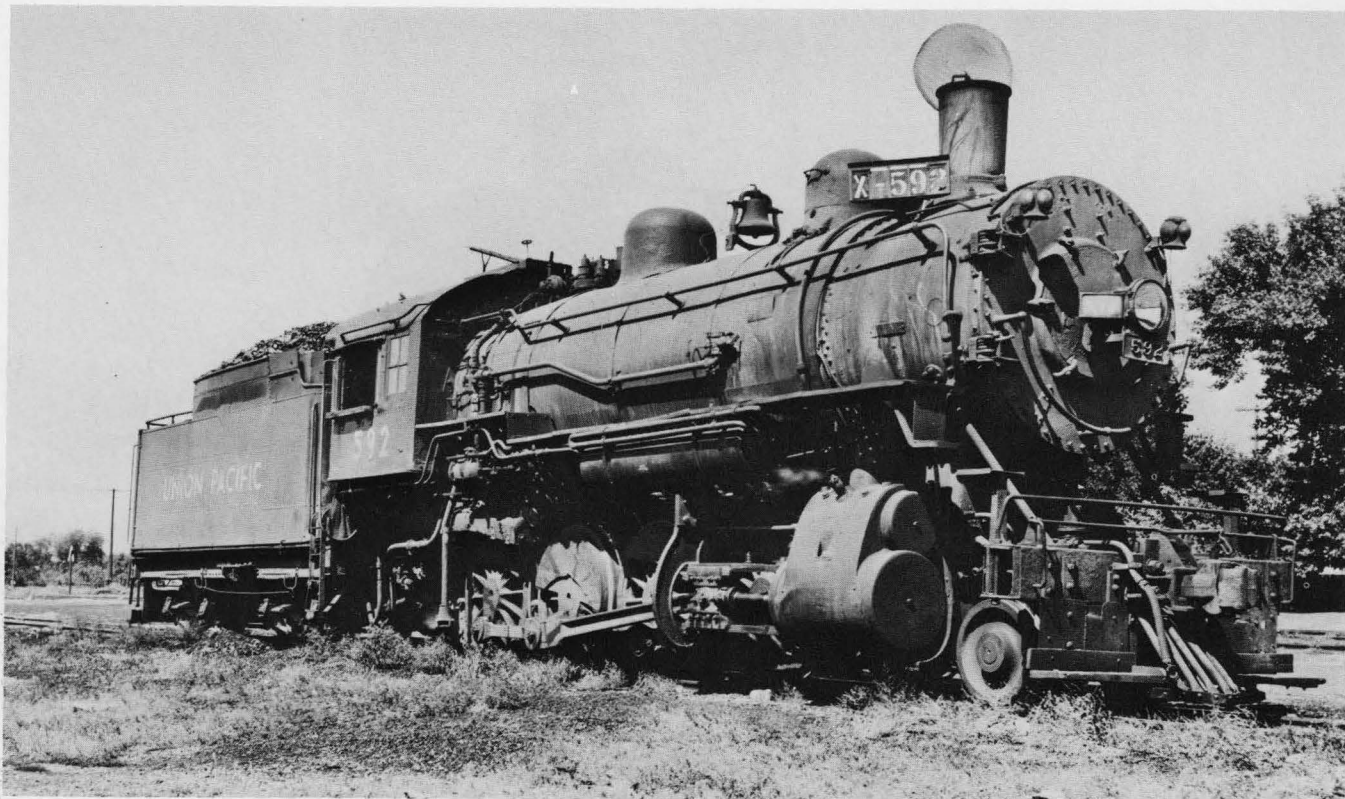




Consolidation 569 rests beside the Logan depot on Aug. 13, 1947. The former OSL 1019 was built by Baldwin back in 1904 and still carries the raised numbers on her sand dome which were applied after the 1915 system renumbering. Other interesting features include the spark arrestor and extended coal boards.

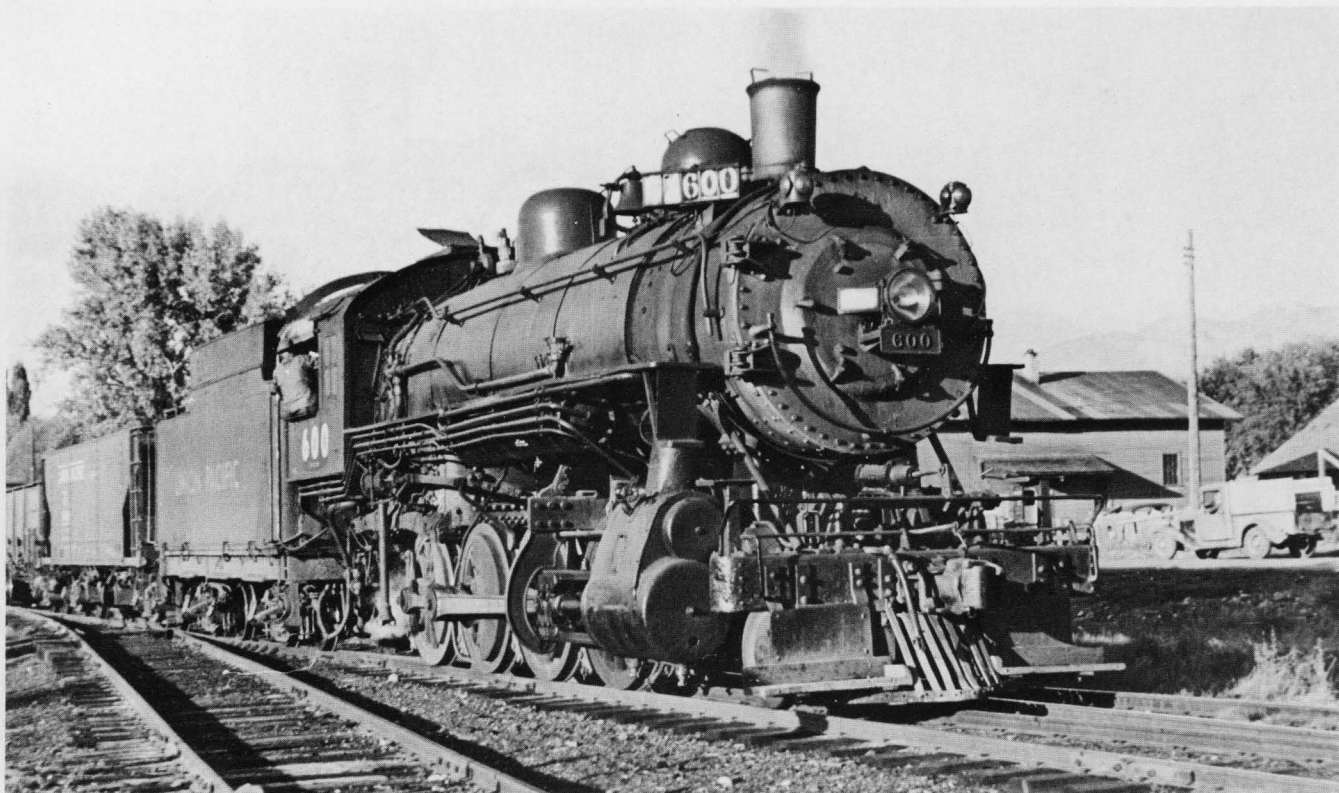
It's June 12, 1938, in Salt Lake City, and 2-8-0 No. 581 will soon be trading her old Railroad Roman lettering for the new Gothic style adopted a year earlier. The 581 is flying rather dirty white flags, signifying that she will soon be running as an extra, as also indicated in the number boards. Note the three water tanks behind the engine.





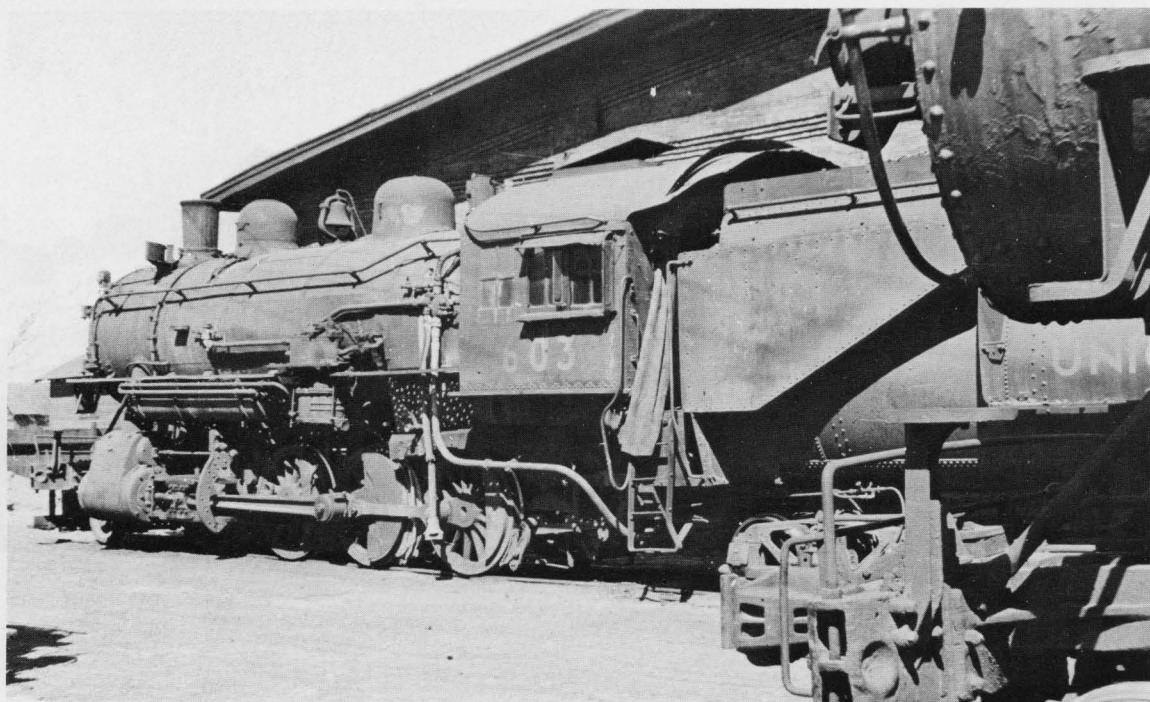
With only the faintest wisp of steam visible at her cylinders, 592 waits at Logan, Utah, on July 12, 1947, for her next assignment. Built at the same time as the 591, opposite, by this date the two engines exhibit a number of differences, most notably in tenders, with 592 still trailing her original rectangular tank — with the requisite coal board extensions. A screen spark arrestor is also present, though not in a position to do much good.

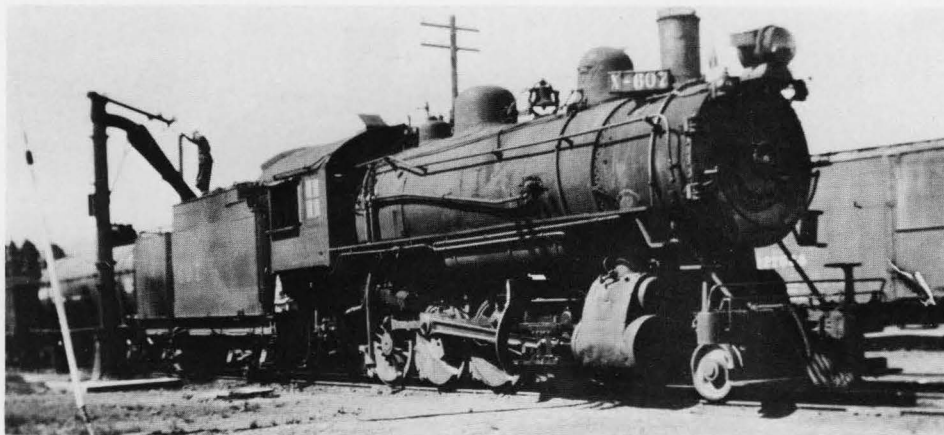




Oct. 8, 1947, found a well maintained 600 performing the switching chores at Logan. Another OSL original, she was built by Baldwin in 1907 as the 1050. Major extensions of the rectangular tender's coal boards force the engineer up into the cab window in order to gain rearward visibility. Only the brackets for the screen spark arrestor remain.

Sister 603 rests beside the Idaho Falls, Idaho, roundhouse on April 24, 1949, as yet another 2-8-0 crowds into the picture. Sunlight shining through the perforated steel running board casts an interesting pattern on the engine's firebox. The 603 would finish her active career working in Nebraska.





Comparison views of the 607, photographed in the same area but with 15 years between portraits. The upper view shows the engine taking on water at Cache Jct. on July 4, 1933, while the similar lower view is at Logan in 1948. In the intervening years, a Vanderbilt tender has replaced the rectangular original, the headlight has been lowered, a power reverse gear has been added, and pneumatic sanders and a second sand line have replaced the old manual sanders to the front driver only. The smokebox front has also been replaced, the spark arrestor removed and the pop valve casing discarded. Other than that, she's the same old 2-8-0!

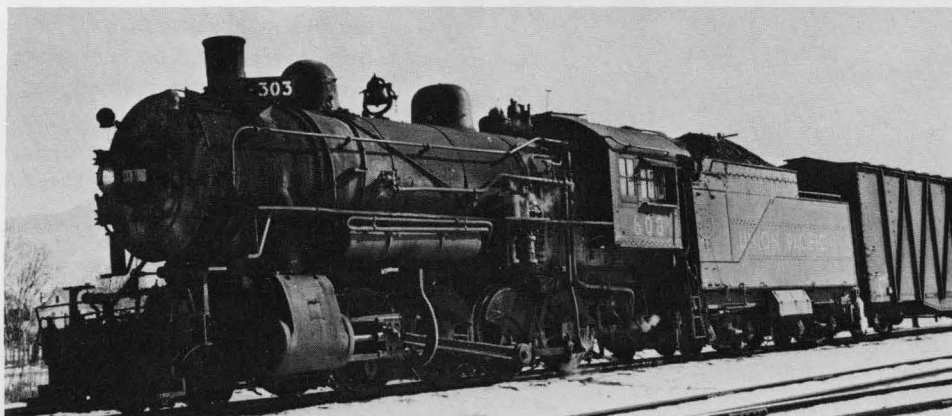


October 1948. It's sugar beet season, and the 607 is setting out cars at a beet dump on the spur at Lewiston, Utah. The first snow can't be far away.

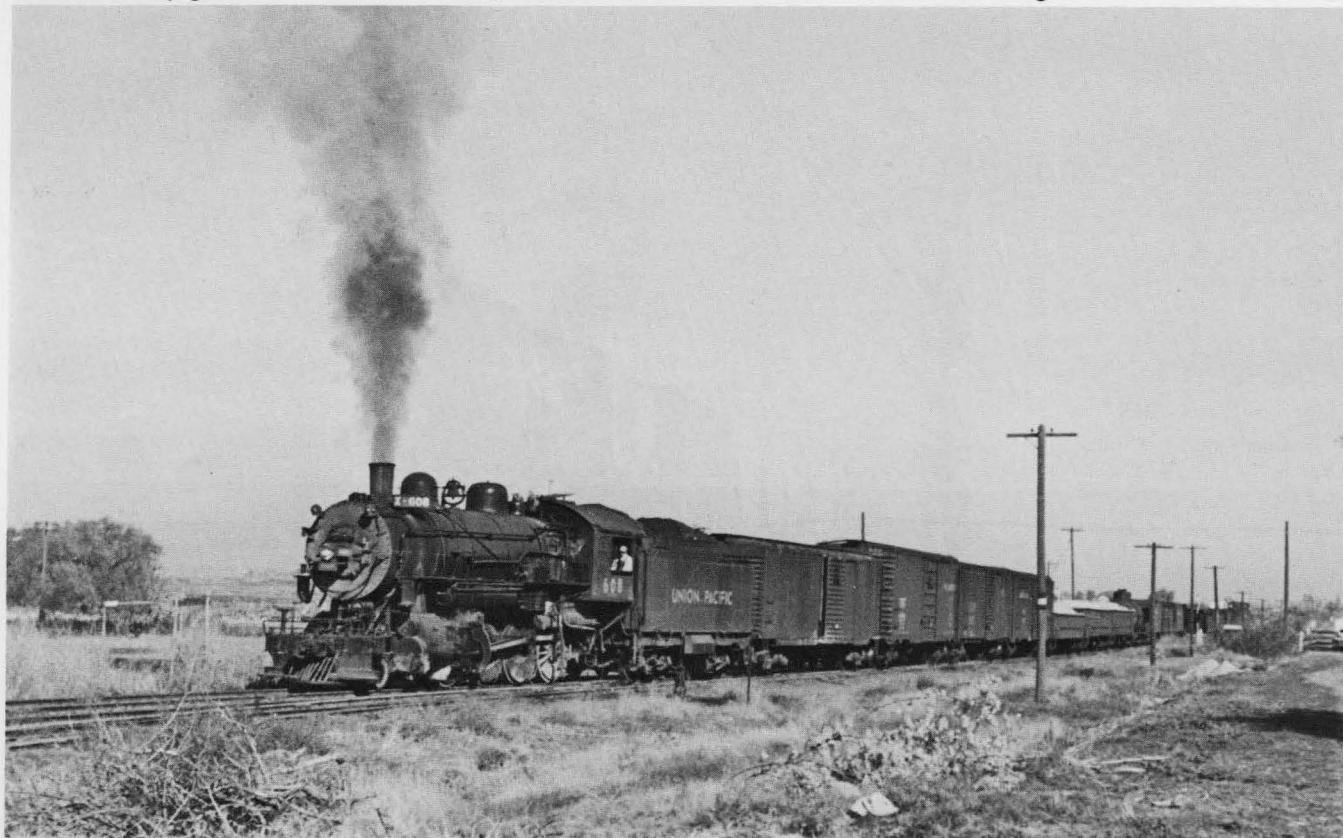
That wire mesh spark arrestor isn't going to do any good resting behind the handrail! The 608 gets some spot time at Logan in the summer of 1947.



It's the winter of 1947 now, and the spark arrestor has been removed entirely. Wasn't much need for it anyhow with snow on the ground. Consolidations 594-618 were the largest 2-8-0's on the OSL.



Working as an extra, the 608 pulls into Logan from the north end of the Cache Valley branch on Oct. 18, 1947, with the spark arrestor already gone. The weeds are brown, and those leaves won't be on the trees much longer.





In April of 1947 Emil caught the 617 as she worked in Logan. The resulting views provide not only good representation of both sides of the heavy 2-8-0 but also an excellent view of CA-1 caboose 3190 (an OSL hack) and a look at the attractive Logan passenger depot with its covered platform. Baldwin turned out the 617 in 1907 as OSL 1067, and the engine and tender weighed in at a hefty 387,160 pounds, ready for service.

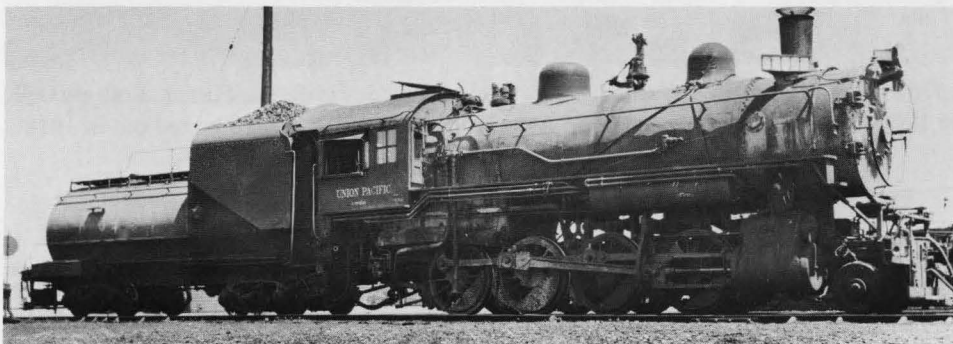
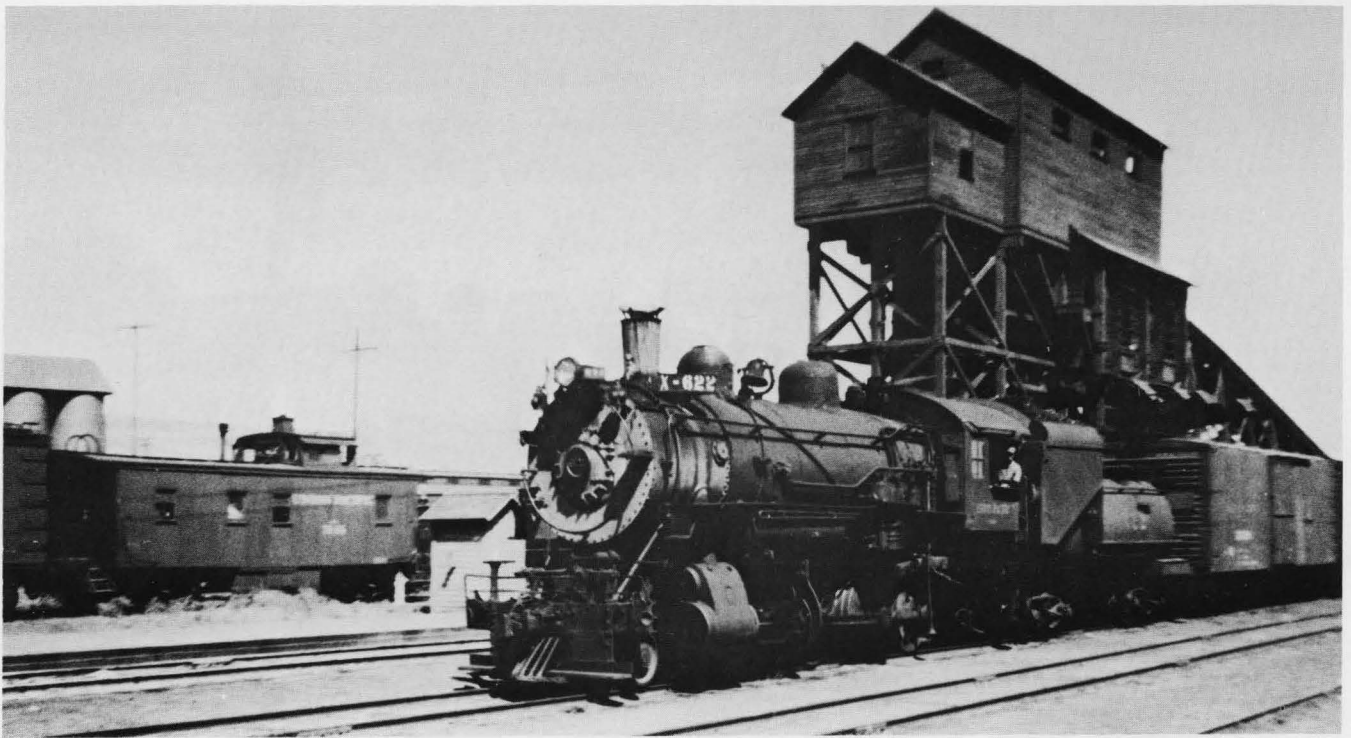




621 works the seven-track yard at Blackfoot, Idaho, in April 1948. This is another of the engines equipped with those distinctive "stack warts." And the crossbuck seems more suited to providing a warning to children in "kiddie cars" than to full-sized automotive traffic; presumably the post was damaged, cut off and remounted on the same stub, several feet shorter than originally.



An overcast day in October 1947 finds 619 and caboose at Logan and, with shadows nonexistent, facilitates an excellent view of the engine's finer details. The 619 is an Alco product, turned out in 1908 as OSL 1069.



During 1932 Emil shot these three photos of OSL's final 2-8-0, a 1908 Alco product re-numbered from 1072 to 622 in 1915. All three views are at Cache Jct., but the bottom scene, at least, is on a different date, as the spark arrestor is not in evidence. Note also in that view the water spout hook hung from the rear of the tender coal bunker.





Mike 2541 partially obscures Consol 576 as they steam away at Cache Jct. on a bright winter day in the late Forties. Both are OSL engines, the 576 built by Baldwin in 1906 as the 1026 and the 2541 an Alco product of USRA design turned out in 1918.

It's late in the day of Christmas Eve, 1948, as 2-8-0 No. 567 works the yard at Logan. The snowclad Wasatch Mountains in the background provide a true Christmas atmosphere. A 1904 Baldwin graduate, the 567 was originally OSL 1016.

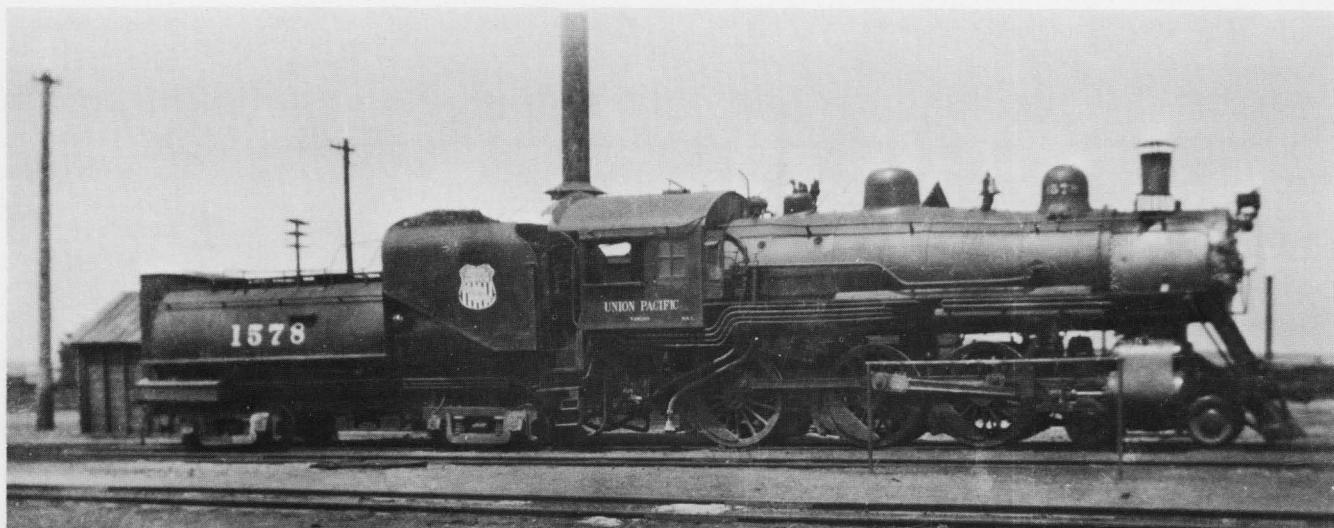




Consolidation 6007 poses for a portrait in the Salt Lake City yard during February 1940. The engine was built by Baldwin in 1904 as San Pedro, Los Angeles & Salt Lake 507, being renumbered 3507 when the railroad's title was shortened to LA&SL. In 1921, when UP absorbed the LA&SL, the engine was once more renumbered, becoming the 6007.

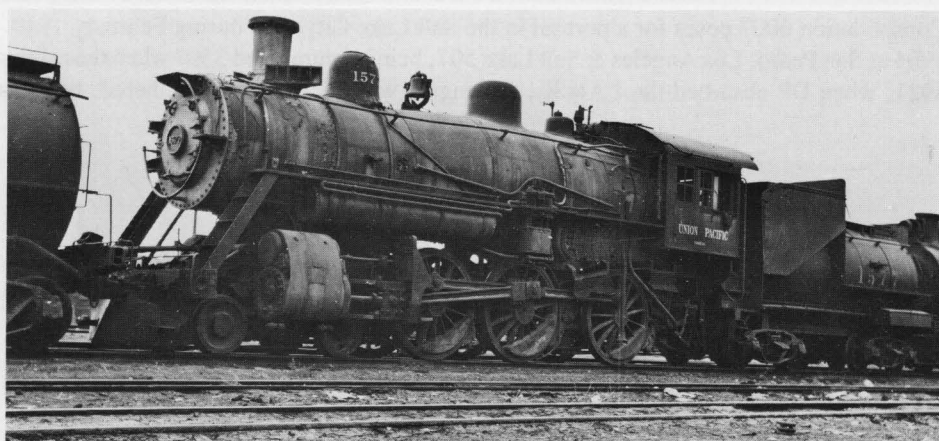


A 1907 Baldwin product, the 6051 was originally LA&SL 3642, assuming its 6000-series number in 1921. Here she flies the white flags of an extra as it makes up its train at Salt Lake City in the late 1930's. The 6051 was donated to Riverside, Calif., for permanent display upon her retirement in 1954. The LA&SL 6000-series 2-8-0's should not be confused with other UP system Consolidations which were renumbered into the 6000's in 1954-55 to avoid conflict with new diesel power.



Ten-Wheelers were uncommon on the UP lines in Utah and Idaho, and consequently Emil recorded only a few examples of them. This classic view finds the 1578 posing at Cache Jct. on June 21, 1931, still with the Overland Route shield mounted on her vestibule tender. The attractive passenger engine was turned out by Baldwin in 1910 as OSL 816.

4-6-0's

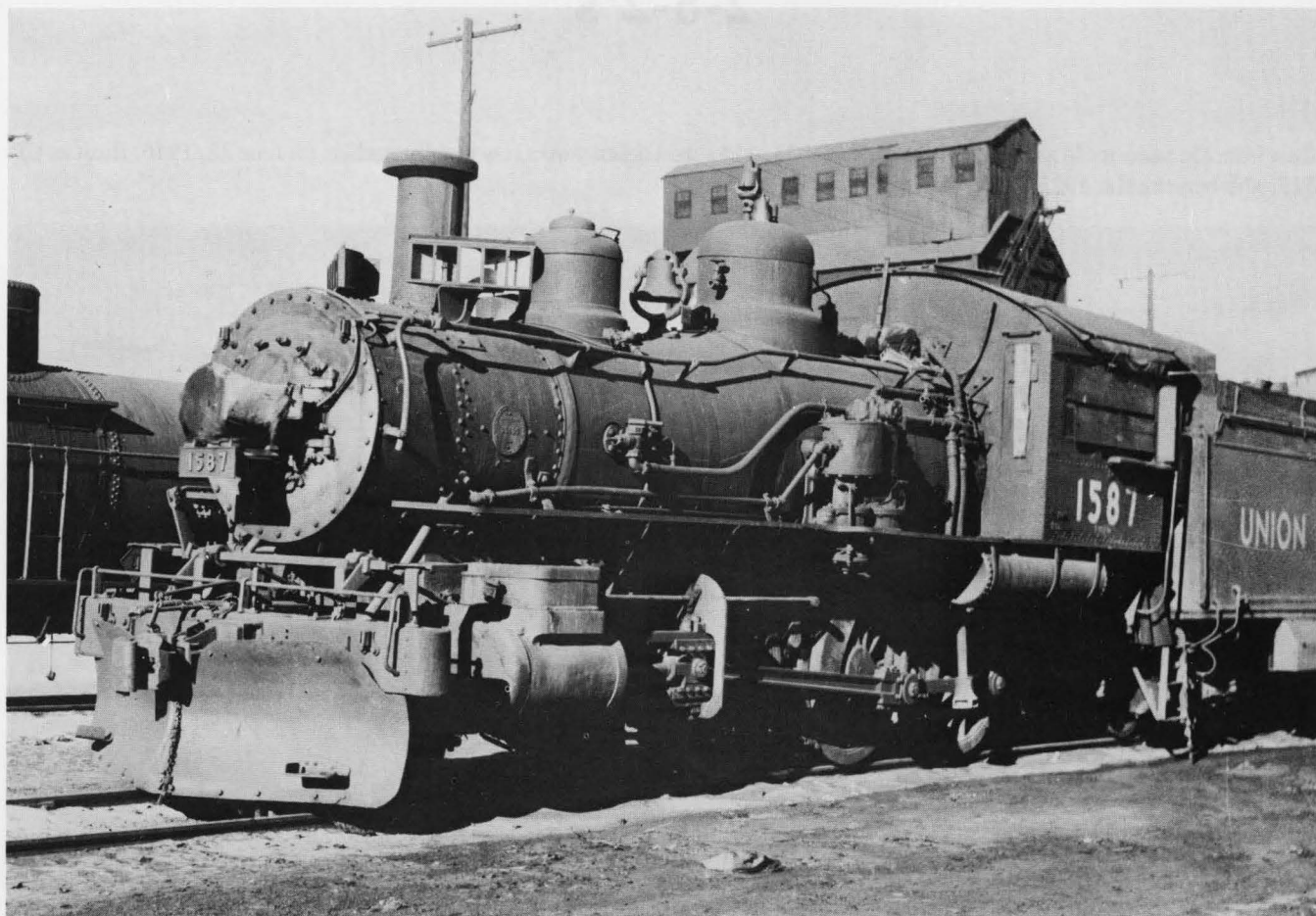


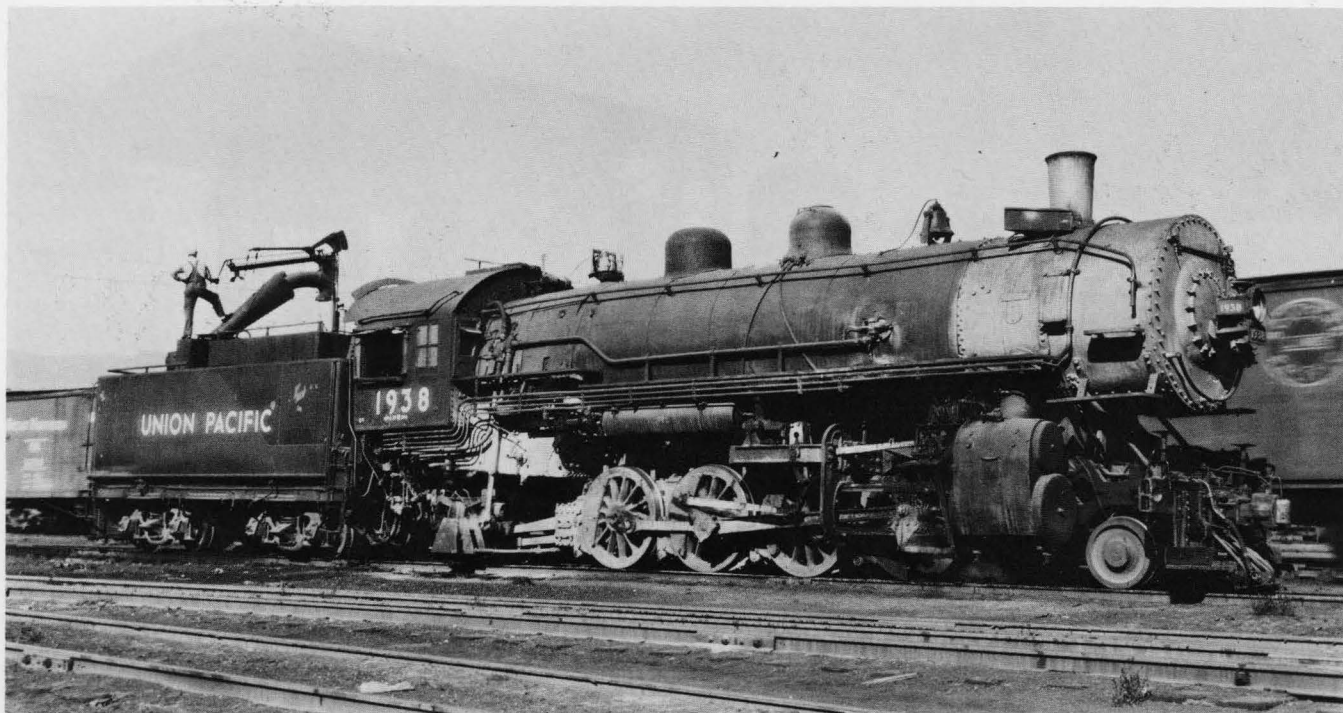
Most 4-6-0's were off the UP roster by the mid-1940's. These views on an overcast Oct. 15, 1939, depict the 1577 resting on the deadline at Pocatello, Idaho, awaiting her final fate. Another 1910 Baldwin, the engine carried her pre-1937 paint scheme and vestibule tender to the very end, although the Overland Route shield is gone from the sides of the coal bunker.





In 1936 the UP purchased an Idaho shortline, the Pacific & Idaho Northern, acquiring as part of the purchase the road's four Ten-Wheelers. P&IN 102-105 were assigned UP numbers 1584-1587, and two of the engines were overhauled, renumbered and continued in service, while the other two were placed in storage at Pocatello and gradually stripped for parts. Then, almost incredibly, during the severe power shortages caused by wartime traffic volume, the two stored engines were brought off the deadline and placed in service after extensive overhauls. Here P&IN 104 is seen on the Pocatello deadline prior to her 1940 reincarnation as UP 1586, while sister UP 1587, originally P&IN 105, appears back in storage at Pocatello in 1943. Built by Baldwin in 1910-11, the P&IN 4-6-0's were cut up by the UP in 1946-47.





Light Mikado 1938 gets a drink at Ogden, Utah, on Sept. 21, 1946. This 1912 Baldwin began her career on the eastern end of the UP as the 538 before being transferred west to Utah.

2-8-2's

Cast from the same mold as the 1938 above, the 1923 works the Ogden yard a few months earlier, on June 22, 1946. Built as UP 523, she became the 1923 in the 1915 system renumbering.





June 22, 1946, finds the 1925 working the yard in Ogden. It must have been a warm day, as the engine crew has the rooftop cab ventilator open as far as it will go. The 15 tracks of the active freight yard are quite a few for a public crossing!

Another member of the original 1911-12 group of 50 Mikes built by Baldwin for Utah and Wyoming freight service and equipped with 57-inch drivers. By the Forties, most had been relegated to switching and local service, and nearly all kept their small rectangular tenders. The 1947, at Pocatello, on Sept. 6, 1946 has new cylinders and is equipped with footboards rather than a pilot.





On a dreary Feb. 5, 1940, Emil captured these fascinating views of the 2001, OSL's second Mikado, dragging a string of interchange cars out of the old D&RGW yard in Salt Lake City. At left in the view above is the roundhouse and back shop, with the Grande's rotary snowplow stored beside it. In the distance in the lower view is the passenger coachyard. And perhaps most interesting is the great variety of mostly wooden freight equipment. Note that while the 2001 has been relettered in the 1937 gothic style, the old Railroad Roman engine number is showing through on the rear of the Vanderbilt tank.





Two contrasting switchers at Salt Lake City in 1938. Mikado 2013 looks quite bald with her unusual high-mounted headlight and bare smokebox door; the headlight is so mounted specifically for yard switching service. In the distance is USRA 0-6-0 No. 4754.

Easing into the Salt Lake City roundhouse on April 5, 1936, 2013's cylindrical tank is clearly visible. The tank holds 14 tons of coal and 9,000 gallons of water. Built by Baldwin in 1911 as Oregon Short Line 1113, she was a member of that road's first batch of 15 Mikes, all equipped with low 57-inch drivers for freight service. As 2013, she lasted until May 1955.





A pair of 1911 Baldwin Mikes pose in numerical order at Idaho Falls, Idaho, on Oct. 26, 1947; 2009 and 2010 sit side by side over the ash pit, which is serviced by an ancient OSL hopper car. Note the different stacks on the two Harriman 2-8-2's.

To steam enthusiasts, there's an unwelcome visitor lurking in the Cache Jct., Utah, enginehouse in this view taken during the spring of 1949. Beside 2-8-0's No. 567 and 576 is year-old Alco RSC-2 No. 1180, a real threat to the Consolidations. Mikado 2034, forced out of her usual resting place by the yellow intruder, will only last until 1953 itself.





Extra 2005 works through Soda Springs, Idaho, with a local freight on Decoration Day, May 30, 1947. Turned out in 1911 as OSL 1105, the tall-stacked Baldwin will be donated to Pocatello, Idaho, for display in October 1958.

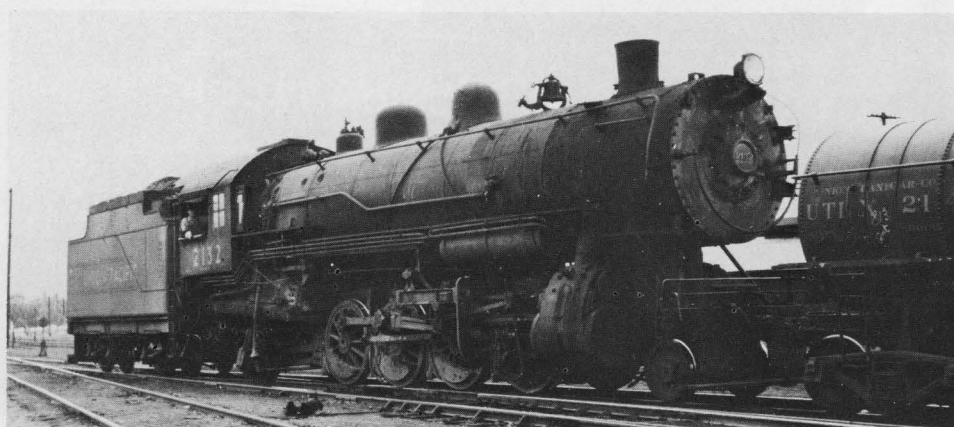
Two years before she was donated to Pocatello, 2005 rests in storage near the roundhouse in the city which served as the hub of UP operations in southeastern Idaho. Note how the rear of the cab is partially boarded shut and all lights are covered with heavy canvas; despite these precautions, 2005 will never be called on for service again.





On a beautiful fall morning — Sept. 25, 1948 — the 2034 rumbles down out of Bear River Canyon north of Cache Jct., Utah, with a string of sugar beet hoppers. All too soon, this Mike (or MacArthur, as they became known on the UP) will become the last OSL 2-8-2 on the roster. Built in 1912, she will be retired in August 1953 and scrapped.

The former Oregon-Washington Railway & Navigation Co. 542 awaits departure from the Ogden yard with a local freight on Aug. 17, 1946. Mikes 2101-2165 all began life as 57-inch-delivered OWR&N road power but proved too slow in mainline service and so were relegated to branchlines and yards. The 2142 sports a pilot and footboards, and the rectangular tender's coalboards have been extended twice.



In Salt Lake City yard service, 2132, formerly OWR&N 532, carries the 1937 gothic style lettering and a modern sealed beam headlight but still has her old circular number plate with Railroad Roman numerals. It's June 12, 1938, and the old Mike still has a few good years left; she won't be retired until December 1947.



An excellent roster shot of the last of the OWR&N 2-8-2's, caught by Emil's camera as she took on water at Blackfoot, Idaho, on Sept. 26, 1948. Converted to an oil-burner and still used in local service, she lasted until April 1954.

The 2165 rolls into Ashton, Idaho, with the local on the West Yellowstone branch on Aug. 6, 1949. Turned out by Baldwin in 1913 as OWR&N 565, she acquired her new number in 1915.





Ogden is the scene of this dynamic Sept. 21, 1946, view of Mikado No. 2298 helping 4-6-6-4 No. 3965 out of town and east toward the grades of Weber and Echo canyons. Built for the UP in 1920, the 63-inch-drivered Mike would finally be retired in May of 1956.

Another "Mike and Mallet" combination, 2289 on the point of Extra 4007 West is in the hole at Echo, Utah, on Aug. 28, 1946, waiting for one of UP's countless passenger trains to pass and snatch the mail bag hanging at right. The 4007, of course, is not a true Mallet, but rather the epitome of simple articulated locomotives: a Big Boy. The 2-8-2 was turned out in 1917 by Baldwin at a cost of \$44,298 and clearly shows the two air pumps and huge Sweeney stack with which it was equipped in later years.





These two views, taken from the Bamberger Railway bridge, capture the mainline mixed accommodation wheeling into Ogden from Evanston, Wyo., on Nov. 16, 1946. Leading the Harriman combine and baggage car is Sweeney-stacked Mikado 2231, built by Baldwin back in 1913 as UP 731, a passenger Mike with 63-inch drivers. Thirty-three years later, and she was still in passenger service of sorts.

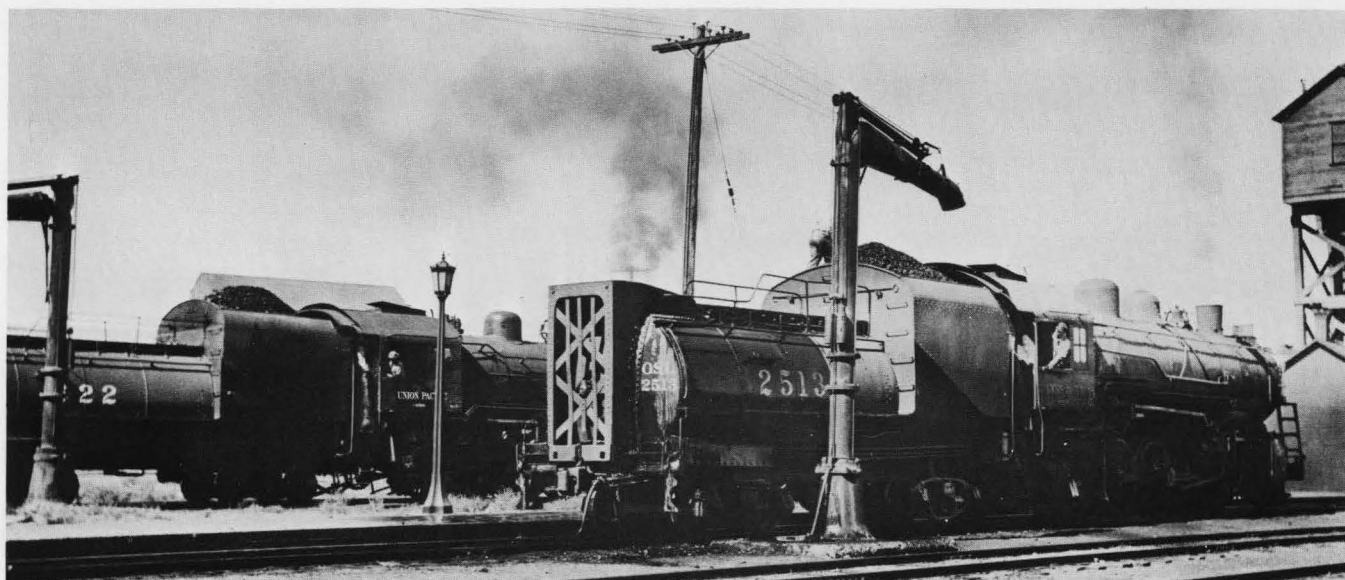




The morning sun highlights the 63-inch drivers of 2-8-2 No. 2240. Emil found the Mike working in Pocatello on Sept. 6, 1946. Another of the passenger Mikados produced by Baldwin in 1913, she still appears to be in excellent condition here, but retirement is just a year away.



A different view of the same doubleheader seen at the bottom of page 46. Mike 2289 takes on coal and water at Echo, Utah. The 2-8-2's Vanderbilt tank will be filled in much less time than it will take to top off the Big Boy's mammoth tender.



In photographing the everyday process of coaling and watering an engine at Cache Jct., Utah, in the mid-1930's, Emil captured the tender details of one of the passenger Mikes after the buffer plate had been removed from the so-called "vestibule" of the tank. The buffers were supposed to steady the trailing car — most frequently an RPO car — but their success was never proven and they were removed by 1930.

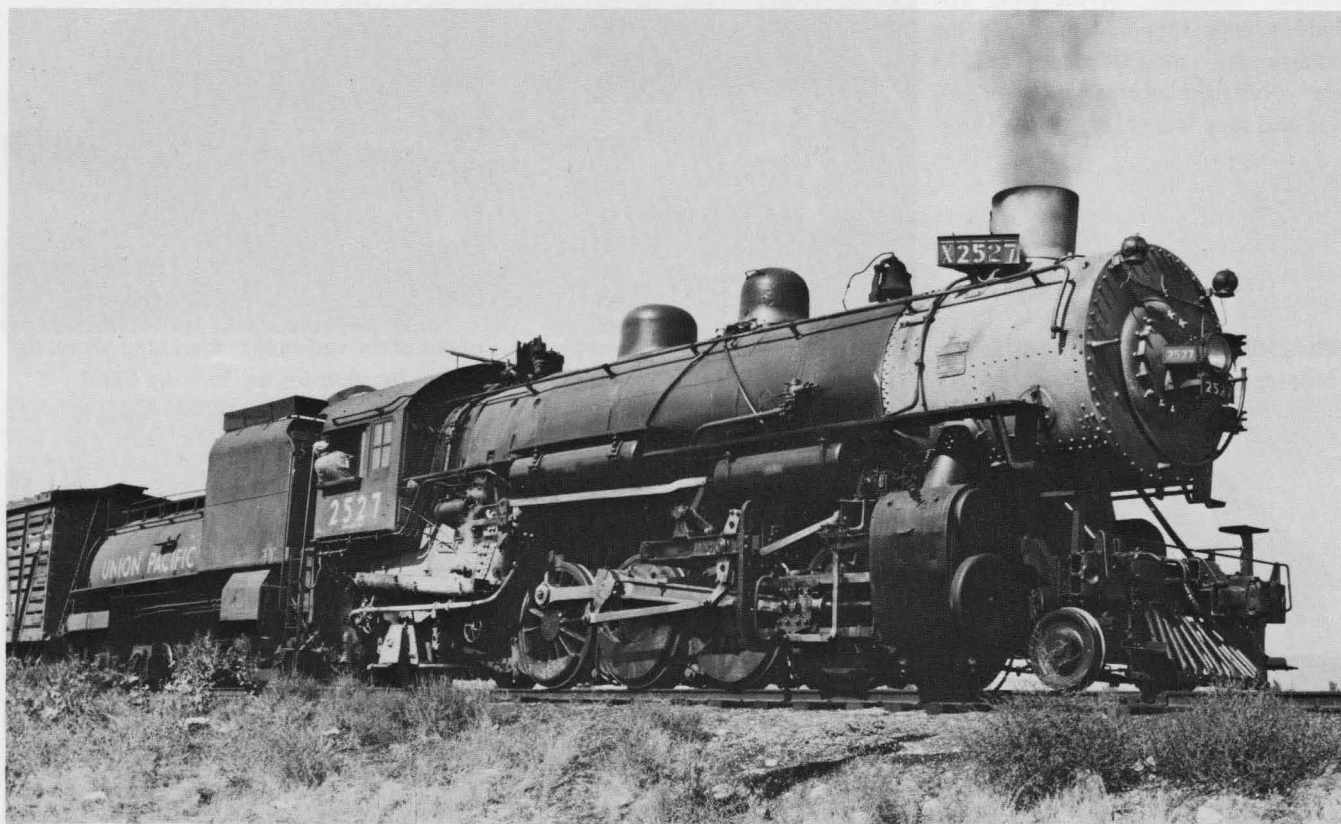


The 2508, photographed in Salt Lake City in 1936 or 1937, shows the appearance of one of the vestibule tenders after all but the tank-top portion of the "vestibule" was removed; this remnant provided an excellent location for the back-up light!





Sept. 15, 1947, found the 2515 resting in the Salt Lake city yard. In 1923 this engine had come to the OSL through a trade with the parent UP, having been built by Alco in 1912 as UP 714 and renumbered UP 2214 in 1915. She sports some interesting features in this view, including large Sweeney stack, twin air pumps, extended tender water fill hatch and outside drop equalizer tender trucks.

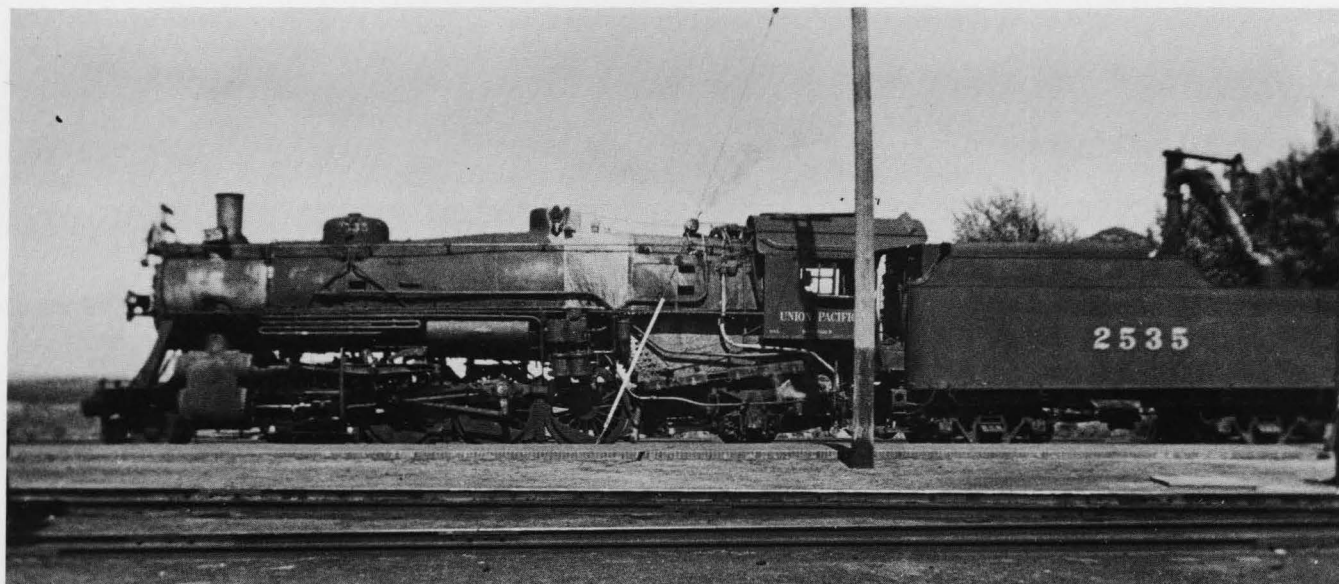


Another of the UP Mikes traded to the OSL in 1923, the 2527 was built by Lima in 1914 as UP 758, becoming UP 2258 the next year. Here, complete with polished rods and coal boards to increase the tender capacity, she poses with a local Downey, Idaho, on Sept. 5, 1946.



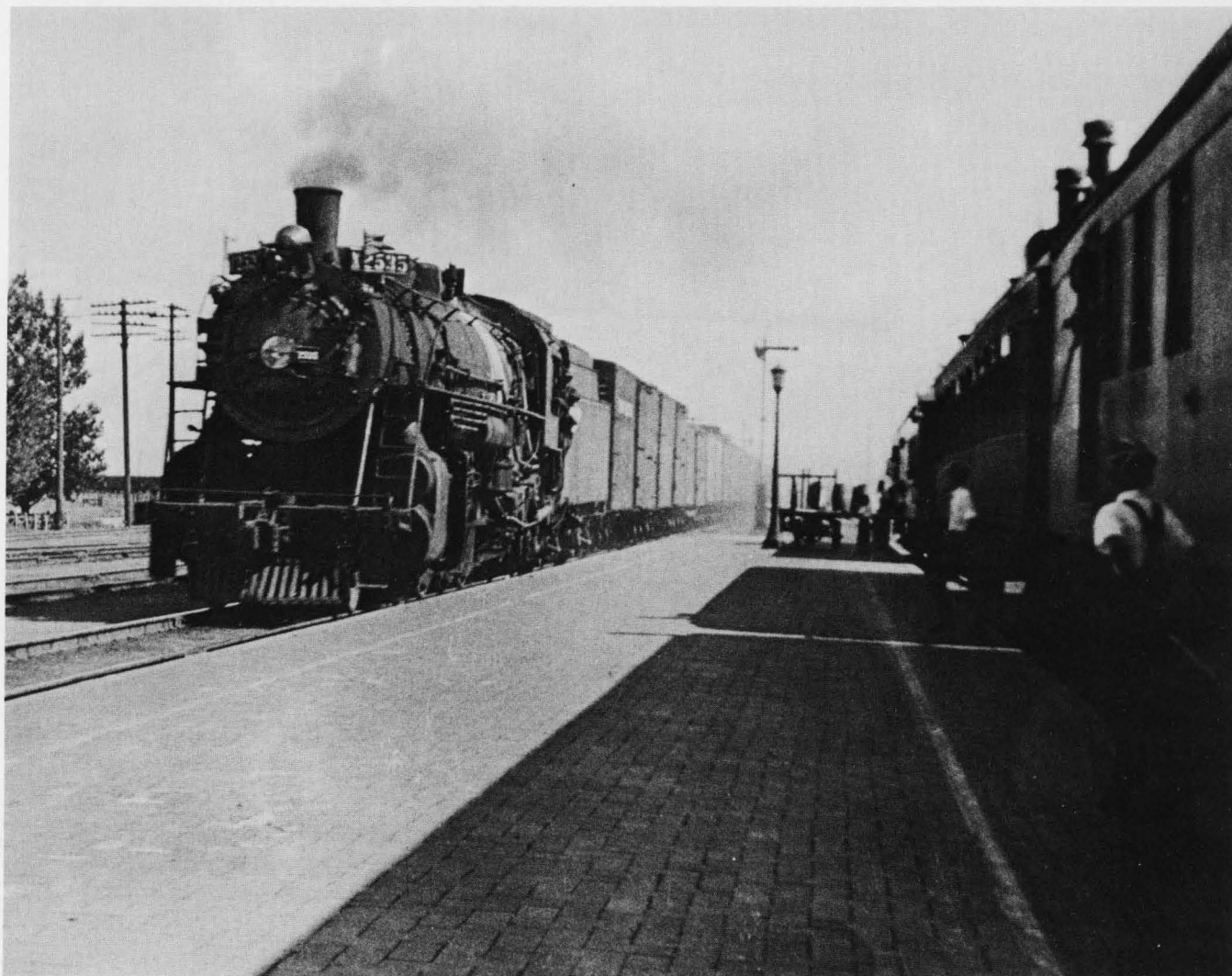
An interesting series of photos depict the 2524 with the Ogden, Utah, Pocatello, Idaho, local on May 30, 1940. In the top view, the 1913 Baldwin, with its train made up and ready to go, pulls out of the freight yard and up to the coal bunker to take on fuel before departing Cache Jct. In the center, she then pauses for a drink, and in the lower view, she storms out of town past the depot on her way north.





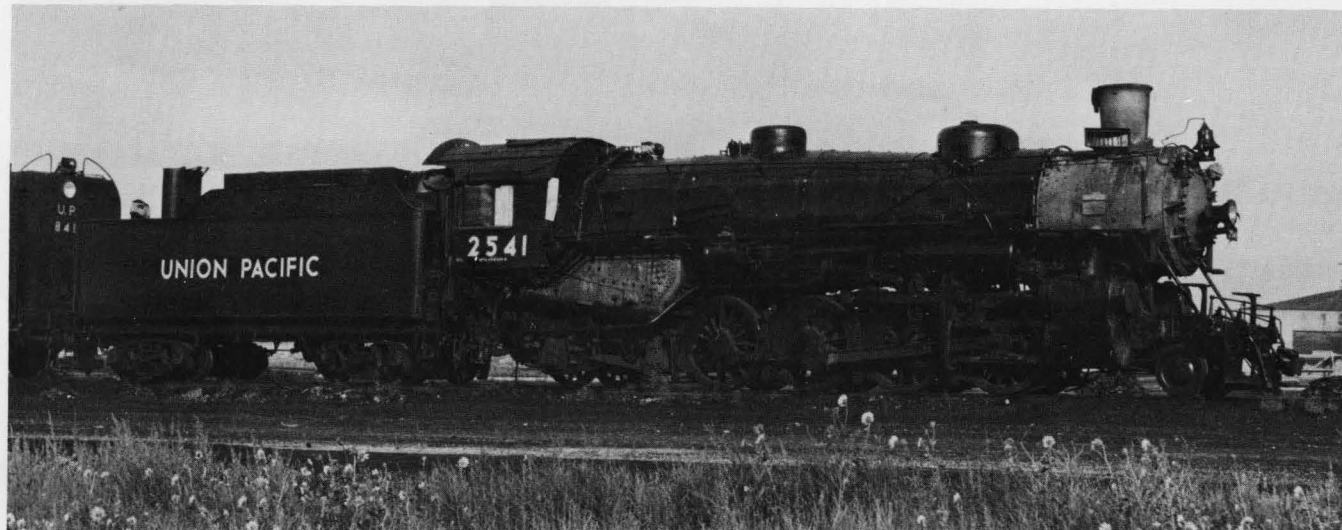
Twenty USRA design 2-8-2's, numbered 2535-2554 and all built by Alco in 1918, graced the OSL roster. Flying the white flags of an extra and showing the effects of some bad water around the pop valves, the class engine pauses for water at Cache Jct. on Independence Day 1931. A tall stack and coal board extensions are among the few modifications to the graceful engine. In the lower photo, note the ashpan covers made of heavy screen rather than the usual metal plate.





With passengers and railroad employees showing a considerable amount of interest, the 2535, bell ringing and flags flying, steams into Cache Jct. on July 4, 1931, prior to posing for the views on the facing page. Once coaled and watered, the heavy Mike will continue her journey, through the Bear River Canyon and on to Ogden.

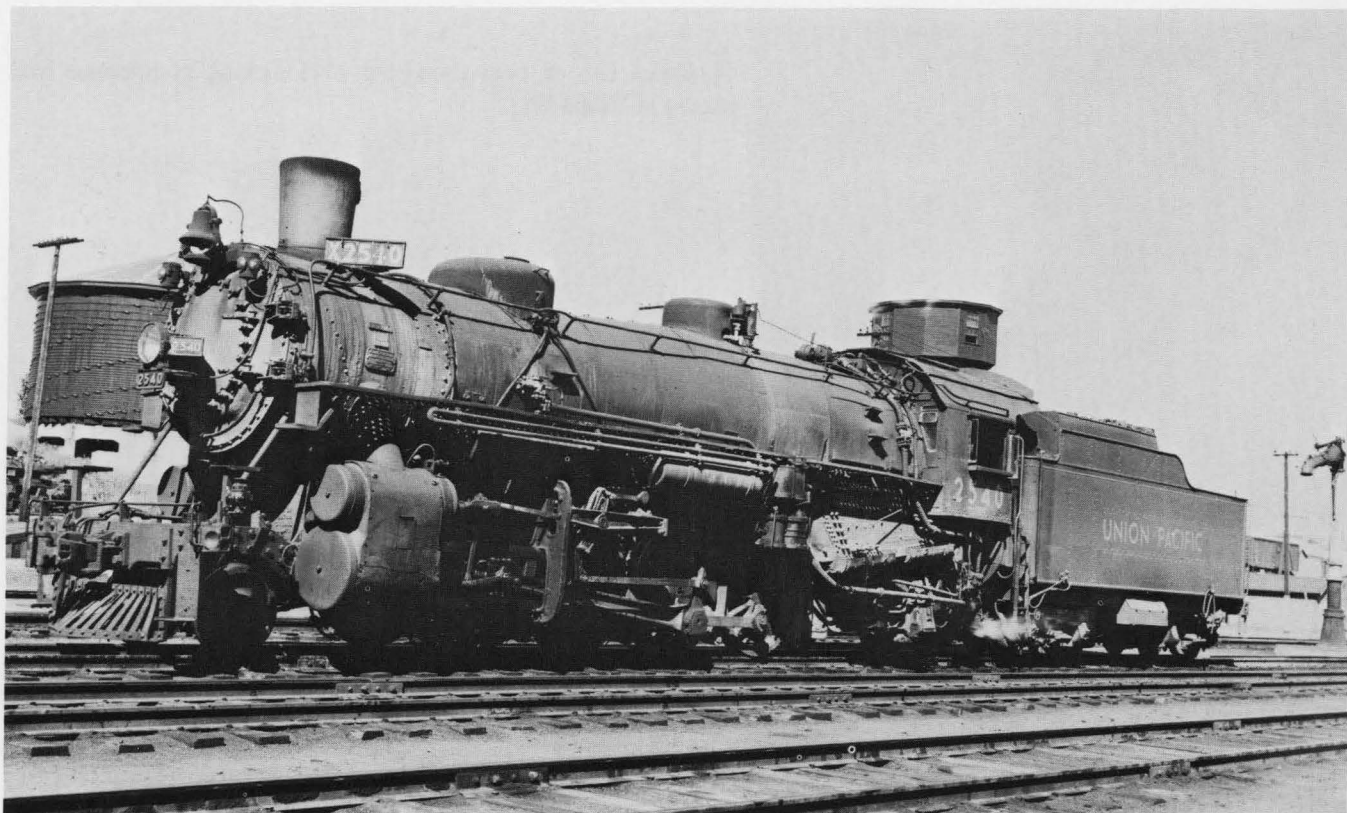
Having reached the end of the line, a still well-maintained 2541 waits out her final days in storage at Cheyenne on Aug. 24, 1956. In just over a year, she'll go to scrap. Compare the Mike's tender with that of 4-8-4 No. 841 to which it is coupled. Is it any wonder that, with UP watering facilities set up to serve such giants as the 841, the Mikado's tender water fill hatch has been raised some three feet — and still is lower than the Northern's.





A pair of views, taken at different times, but both depicting 2550 as she appeared in the mid- to late Thirties. The scene is the Salt Lake City engine terminal, and in the top view the 2550 is coupled to USRA sister 2536, while below she rests in the company of a 2-10-2 and light 2-8-2 No. 2001 — the same engine seen on page 40 with those double numbers on the rear of the tender. The 2550 lasted until June of 1954.





Emil captured the attractive lines of this USRA 2-8-2 on film at Kemmerer, Wyo., on Aug. 30, 1947. Used in helper service, the Mike is outfitted with classification lights on the smokebox front and marker lights on the pilot beam. Two interesting structures are partially visible behind the 2540: a large banded wood water tank and an unusual 12-sided tower.

Mikado 2549 rests outside the Cache Jct. enginehouse on Aug. 24, 1949. Somebody went to a considerable amount of effort in constructing the neatly curved coal board extensions on the tender. The tanks behind the USRA Mikes carried 12 tons of coal and 9,000 gallons of water, except for those behind Kemmerer helper service engines 2550 and 2552, which held 12 tons and 18,000 gallons.





Christmas Eve of 1948 found the 2541 making its presence well known in Cache Jct.

Seen at the same location as the above view, the “star end” cinder gon is as interesting as the engine beside it. Mikado 2559 is one of a group of 10 heavy 2-8-2’s built by Brooks in 1921 for the SPLA&SL. They received LA&SL numbers that same year and were traded to the OSL the next year, becoming OSL 2555-2564. Photographed at Cache Jct. on July 13, 1946, the 2559 had another 10 years of life left in her.





The low sun superbly illuminates 2-8-2 No. 2555 at the Cache Jct. enginehouse on Sept. 18, 1949, highlighting every detail of the 1921 Alco-Brooks product. Another of the former LA&SL engines traded to the OSL in 1923, she was hand-fired and could better handle the OSL coal than could the stoker-fired engines which were sent to the LA&SL in exchange. If it's wash day in Cache Jct., the 2555 probably isn't too popular with the local housewives.

OSL 2564, formerly LA&SL 2725, on the local at Cache Jct. on Aug. 24, 1947. The brakeman atop the stock cars waits for them to be set out for a through freight to pick up. That first cattle car is an old Harriman Standard version with fishbelly steel underframe. In 1959 this 2-8-2 would be donated to Oro Grande, Calif., for display.





Smoke-hood-equipped Mikado 2700 helps Extra 3976 East out of Ogden in August 1947. The big Challenger is pushing hard on the Mike's tender drawbar, but LA&SL's first 2-8-2 (a 1914 Alco product) will do her share on the grades of Weber and Echo canyons. In just three short months, however, the former LA&SL 3700 will be retired.



With the Utah state capitol visible in the distance, the 2702 gets some spot time in the Salt Lake City yard on April 6, 1947. Still used occasionally in freight service, on this day the 1914 Alco was working as a switcher; she would see a variety of duties in her seven remaining years on the roster.



Back on page 40 were two views of the 2001 pulling a transfer out of the old Rio Grande yard in Salt Lake city. This time around, the subject is Mike 2702 dragging a transfer into the Grande's new Roper Yard in Salt Lake City on April 6, 1947. In the upper view the oil-burning LA&SL 2-8-2 passes D&RGW C-48 Consolidation 1143, and pulling on into the yard, below, approaches two sets of Western Pacific FT's. We noted that the 2001's number appeared twice on the rear of her tender; here 2702 evens the score, as there is no number on the rear of her Vanderbilt tank.





The Heber local blasts up the eastbound grade of Weber Canyon at Devil's Gate, Utah, on Aug. 25, 1951, with the 2710 in command. All of the local's cars are drop-bottom gons, several from the neighboring Utah Railway — the "Utah Coal Route." Mike 2710, a 1917 Lima graduate, was another of the OSL/LA&SL traders, having originally been OSL 2516 before briefly becoming SPLA&SL 3710 in 1918 and LA&SL 2710 in 1921.





Mikado 2713, an LA&SL engine originally built as OSL 2522 by Lima in 1917, had the dubious honor of hauling one of UP's (LA&SL's) three Shays up to Pocatello for scrapping. Here the unusual duo pauses at Cache Jct. for water on an overcast day in 1948.



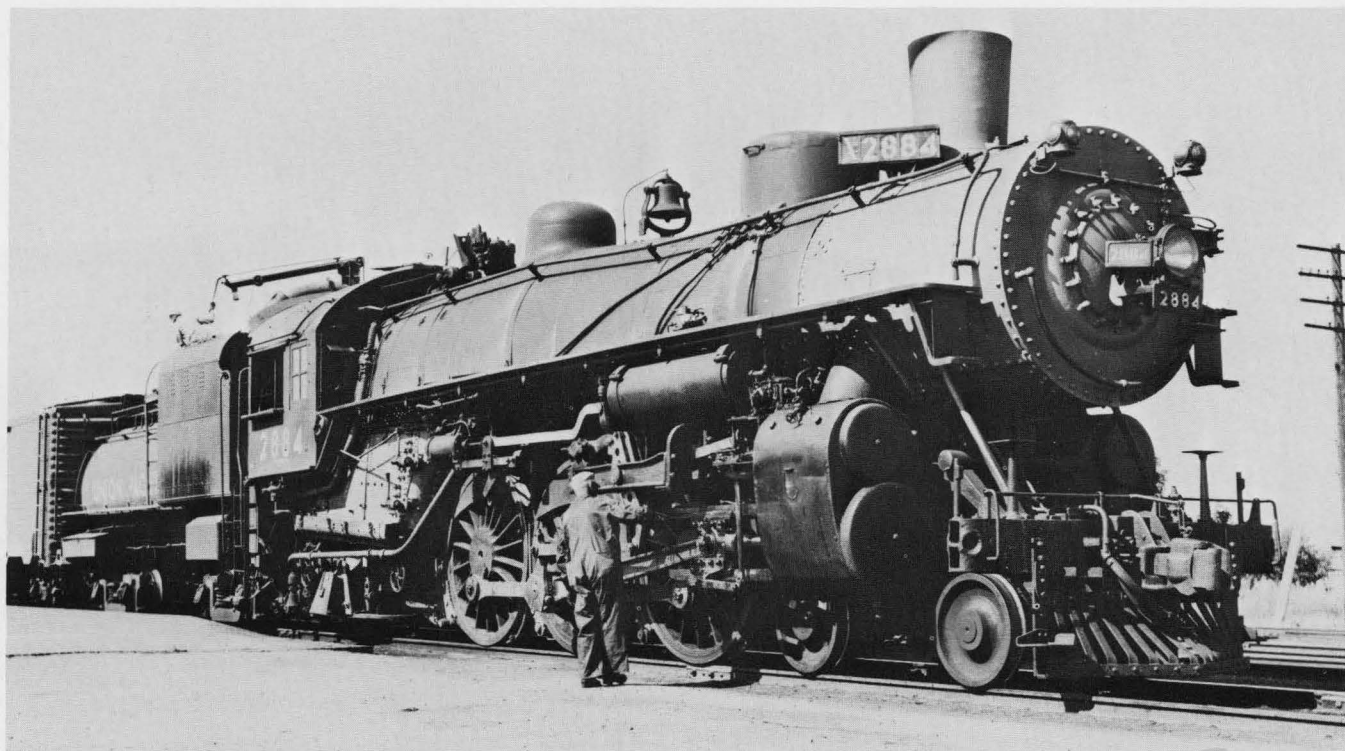
Of UP's three Shay geared engines, two were built in 1902 as New East Tintic Railway 10 and 11, being relettered OSL 10-11 that same year. A year later they were transferred to the SPLA&SL as 59-60, and one became LA&SL 59 in 1921. The 60 was scrapped in 1916, but the 59 continued to work the Tintic Branch along with larger sister 61 until 1948. The 61 was resold to a logging operation in Oregon for continued use, but 59 was hauled up to Pocatello and scrapped the next year. Here she pauses at Cache Jct. on her way north in 1948.



Nicely lit 2728 poses at Cache Jct. in February 1953. In 1922 the OSL was still having trouble with its stoker-equipped 2-8-2's, so another trade sent 20 OSL Mikes to the LA&SL in exchange for 20 similar "hand bombers." The 2728 had originally been OSL 2502, turned out in 1913 by Baldwin. On the LA&SL she gained a second sand dome, Sweeney stack, Boxpok main driver, new cylinders, and was converted to burn oil.

On Sept. 3, 1948, the 2728 was photographed drifting downgrade between Echo and Henefer, Utah, in Weber Canyon with train 225, the single-car local between Ogden and Park City, Utah.





One of only a handful of Lima-built Pacifics on the UP system roster, a modernized 2884 takes on water at Cache Jct., July 13, 1946, while working in freight service. The enlarged tender coal bunker is unusual, but the Sweeney stack, large sand dome and Boxpok main driver were common additions to UP's heavy 4-6-2's. The 2884 began life in 1914 as UP 185, a number it carried for less than a year.

4-6-2's

Train 32, the **Butte-Northwest Express**, is about ready to depart Cache Jct. for the completion of its run to Ogden and Salt Lake City on June 2, 1946. Powering the train this day is another of the 1914 Lima Pacifics, the 2887, which was scrapped some 16 months later, in October 1947.

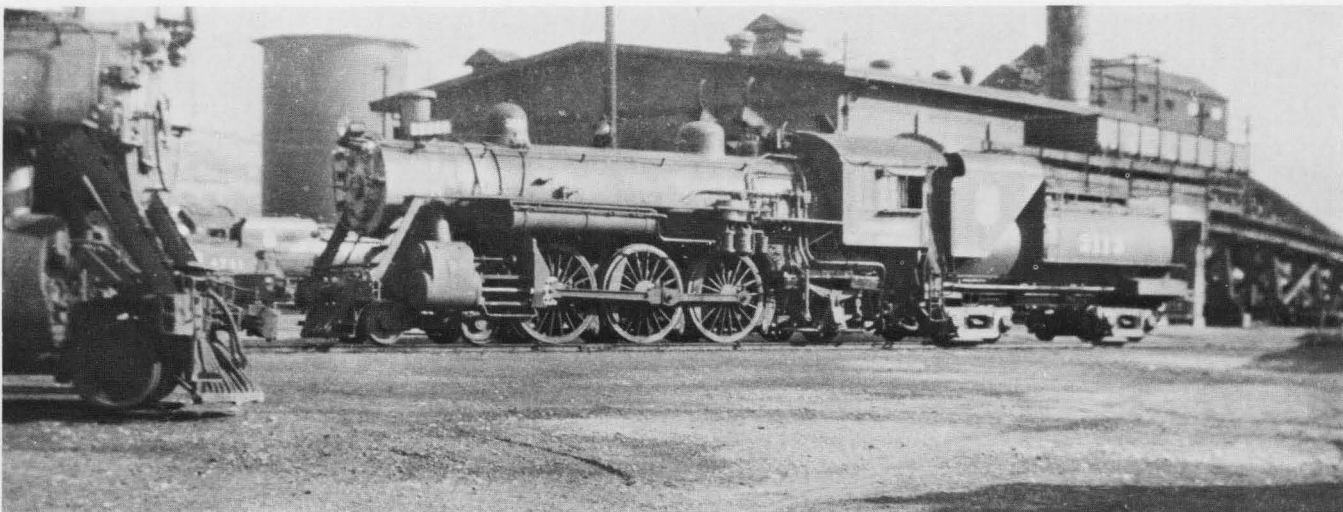




A dramatic photo — made all the more dramatic by shutter and film speed limitations — finds heavy Pacific 2891 charging east through Echo, Utah, on Aug. 28, 1946, with nine heavyweight cars. The numberboards seem to indicate that the train is a second section, but the speed blur makes it impossible for us to determine the train number.

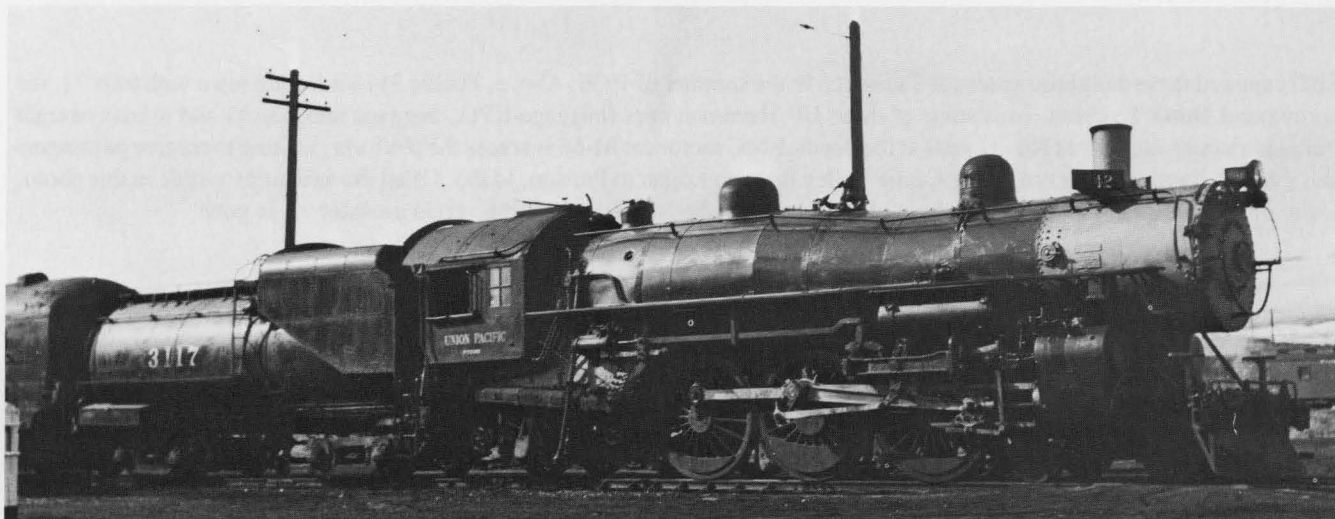
On one of Emil's many trips to Cheyenne, he caught this scene at the west end of the Cheyenne depot of 4-6-2 No. 2897 leaving town with passenger local No. 52 for Denver sometime around 1950. This train became the last scheduled run for a UP Pacific, with the 2888 making its final round trip late in 1955. The 2897 itself lasted until January 1956.





During the depths of the Depression, rail traffic was pared to a bare minimum, and stored locomotives were everywhere. This Oct. 23, 1931, view finds the 3113, last of 10 1911 Baldwin Pacifics built for the OSL (as 879-888), stored at the Salt Lake City engine terminal, her tender still bearing the Overland Route shield. An improved economy ultimately put the 3113 back to work, and she lasted until May 1947.

Heavy Pacific 3117 is in charge of train 42 at Cache Jct. on Sept. 29, 1936. The big 4-6-2 was a 1912 Alco product, one of a group of 10 built for the OSL as 900-909 and renumbered in 1915.



There were but five Lima Pacifics on the OSL roster, and here is one: the 3131, turned out in 1914 when the system renumbering was already being planned and consequently delivered with the number she would carry throughout her career. This view is at Cache Jct. in 1931 or 1932, and a Boxpok main driver has already replaced the original spoked wheel.





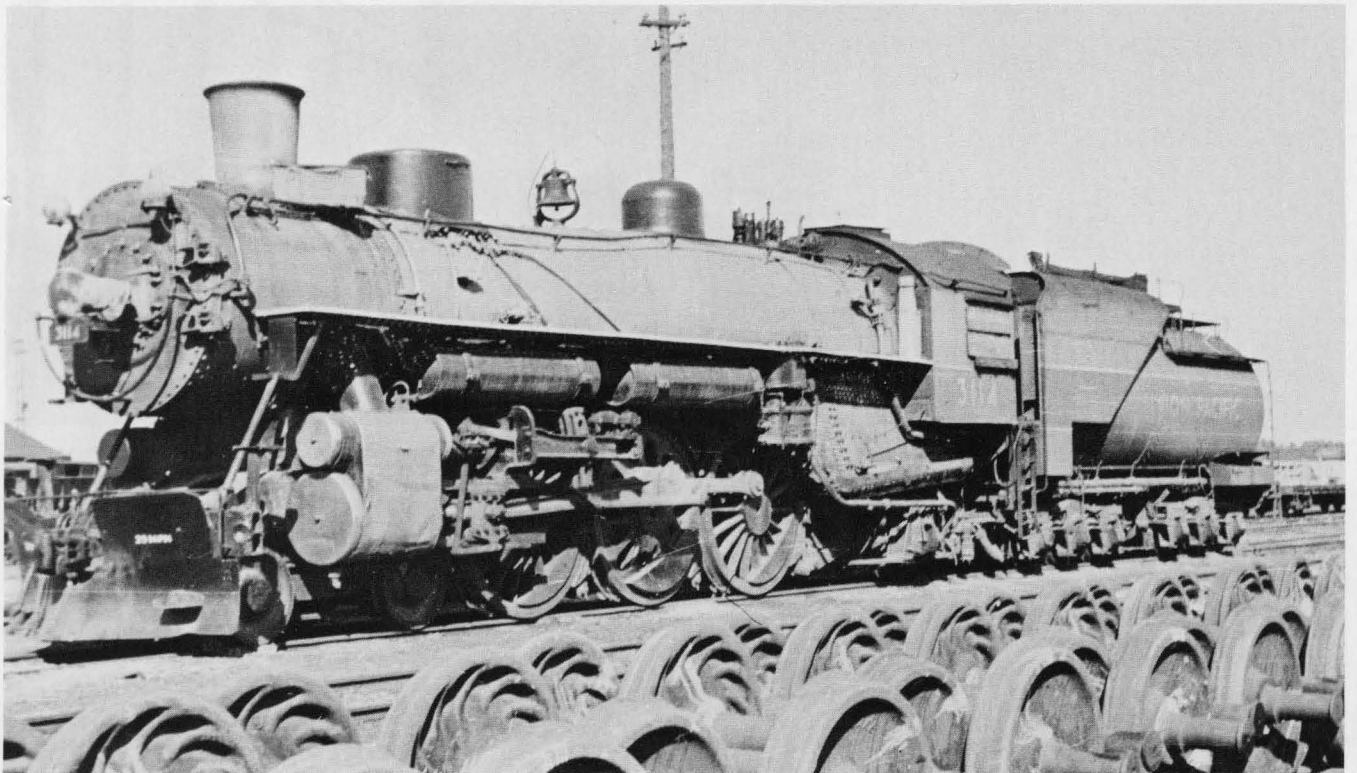
Emil captured these delightful scenes at Cache Jct. in the summer of 1936. Above, Pacific 3114 rolls into town with train 31, the northbound **Butte Express**, consisting of three UP Harriman cars (baggage-RPO, baggage and coach) and a heavyweight Pullman sleeper. Below, as No. 31 rests at the depot, EMC motor car M-68 is across the platform, waiting to receive passengers and mail for its connecting run up the Cache Valley through Logan to Preston, Idaho. Of all the structures visible in this photo, today only the depot remains; everything else — homes, sheds, coaling station, grain elevator — is gone.





Pacific 3114 is shown between Rigby and Idaho Falls, Idaho with train 46, **the Yellowstone Special**, in about 1950.

Still wearing her two-tone gray paint, the 3114 sits dead at Pocatello, Idaho, on Sept. 26, 1948. With her snowplow pilot stencilled "25 MPH" — the maximum speed for towing the engine dead in a consist — it looks like the old girl has made her last journey. Happily, though, she received a brief reprieve and was returned to active service, finally being retired in July 1950.





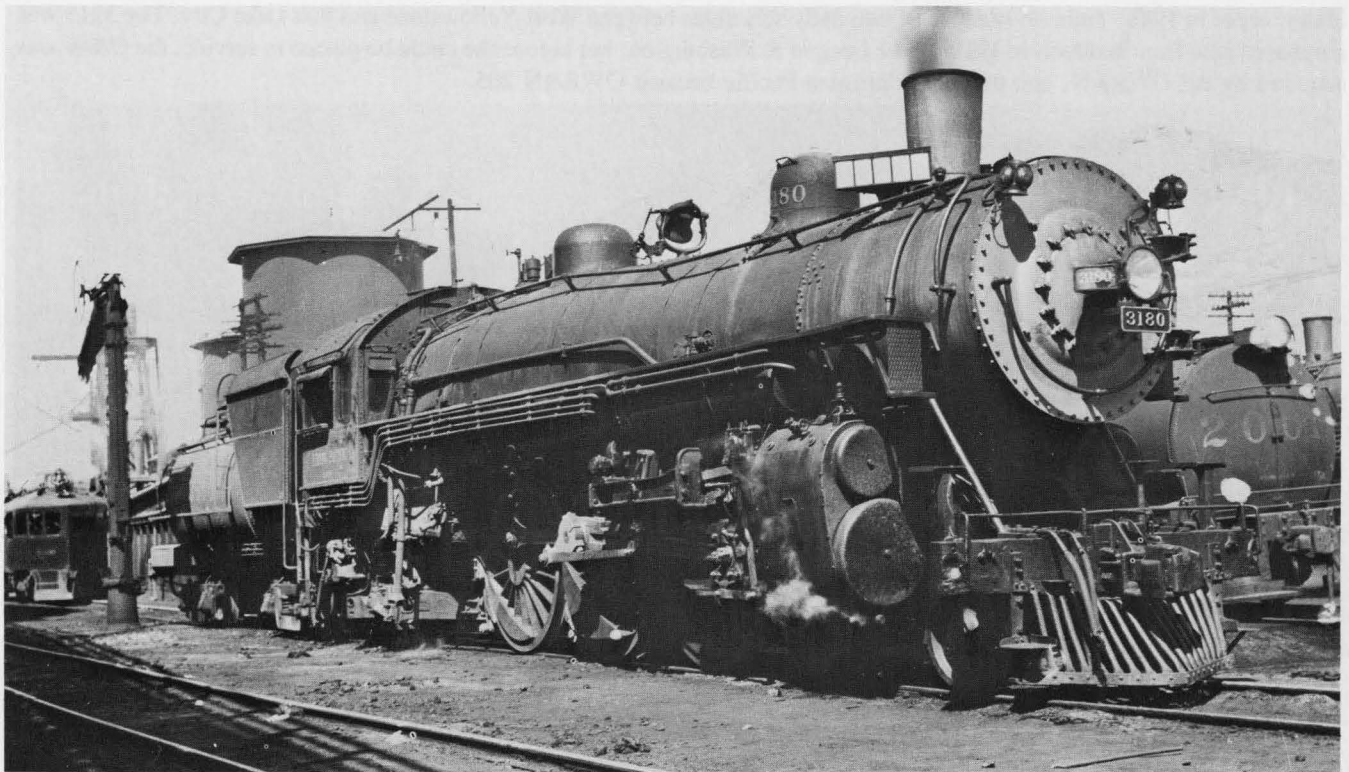
Train 31, the **Butte Express**, arrives in Ogden one August day in 1947 behind the 3119. The highstepping 4-6-2, turned out by Alco back in 1912, was delivered as Oregon Short Line 906 and served the Union Pacific System until July 1950.

Pacific 3120 storms through the yard at Ogden, crossing over to the west main so she and her train can back up and depart down the north leg of the wye to Salt Lake City. Train 32, the **Butte-Salt Lake Express**, will reach Salt Lake City in about 50 minutes on this afternoon of Jan. 19, 1946.

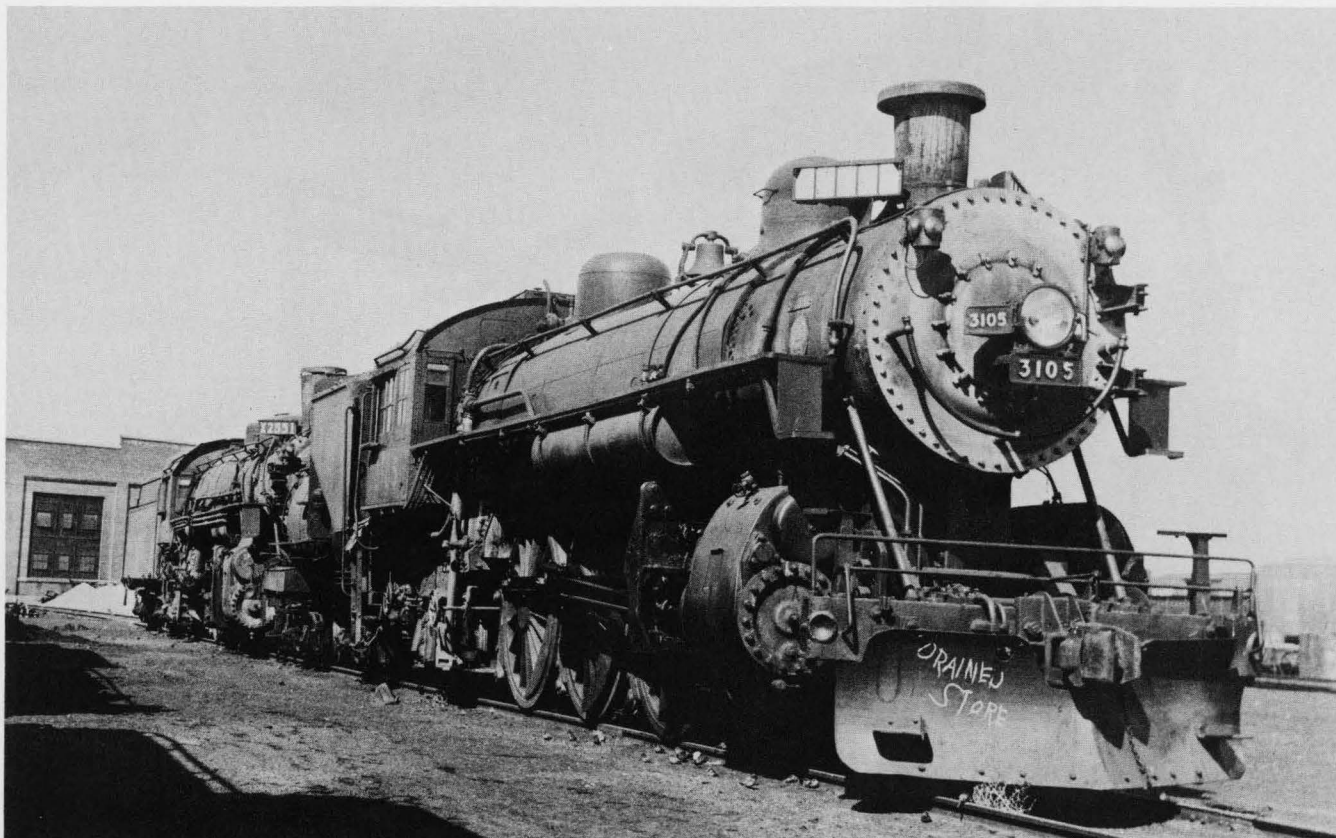




Once again train 31 was the subject of Emil's camera. This classic scene was captured at Cache Jct. in 1937 and finds gas-electric motor car M-68 just peeking around the front of Pacific 3129. Once the **Butte Express** departs for points north along the mainline, M-68 will begin its trip up the Cache Valley.



Heavy Pacific 3180 rests at Salt Lake City between assignments on April 5, 1936. A 1912 Schenectady graduate originally built for the LA&SL, she carried the number 3434 until renumbered 3180 in 1921. This locomotive was one of five 4-6-2's which received Franklin trailing truck boosters in 1928. The installation didn't work as well as expected, and the boosters were removed in 1932.



Light Harriman Standard Pacific 3105 sits in storage at Pocatello in 1946. This view clearly depicts the UP practice of removing a cylinder head cover and using it to cover the stack to keep out rain, snow and even birds. Both photos on this page were taken by Emil's good friend, Art Peterson.

As the fireman tends to his chore of topping off 3215's tender with water, the light 4-6-2 simmers away patiently at the Ashton, Idaho, depot in 1948. Train 46 was one of two daily schedules between West Yellowstone and Salt Lake City. The 3215 was purchased new from Baldwin in 1910 by the Oregon & Washington, but before she could be placed in service, the O&W was acquired by the OWR&N, and the little Harriman Pacific became OWR&N 205.





After initial modernization efforts, time changed the UP's light Pacifics very little, as evidenced by these two views. Above, the 3160, a 1904 Baldwin product turned out for the SPLA&SL, rests at Salt Lake City on Oct. 8, 1939, after arriving with either the first or second section of the **Los Angeles Limited**. Below, nearly 10 years later, on April 24, 1949, the same locomotive was again on passenger duty, this time with train 46, the eastbound **Yellowstone Special**, at Idaho Falls, Idaho.



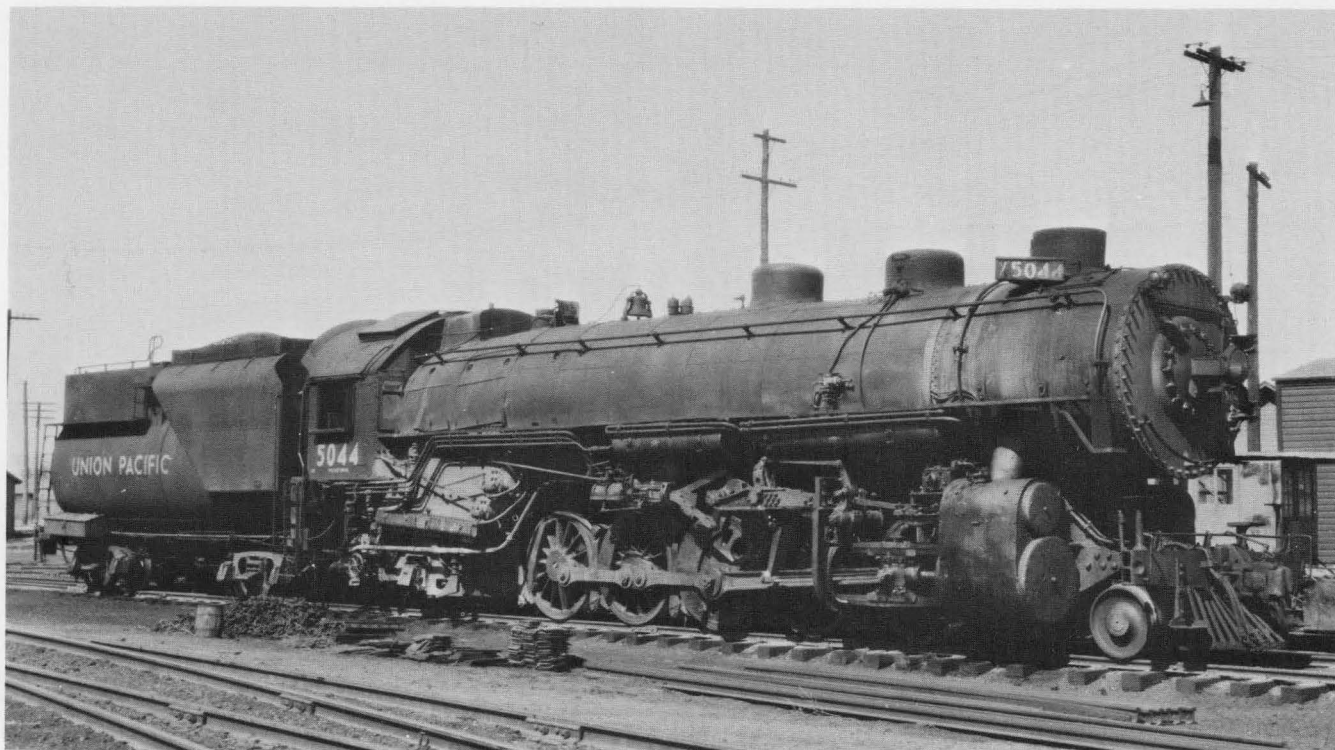


UP's first Santa Fe type, the 5000, walks around the north leg of the wye at Ogden, Utah, on her way to Salt Lake city on July 22, 1946. The big 1917 Baldwin product cost \$47,722 new and had been converted into an oil-burner for Western District service by this date.

2-10-2's

2-10-2 No. 5006 pulls away from Cache Jct. in the late 1940's. Another member of the original group of 10 1917 Baldwin engines, the 5006 now sports a Coffin C-87 feedwater heater neatly concealed in a smokebox extension. This hefty Amazon worked for UP until her retirement in August of 1955.

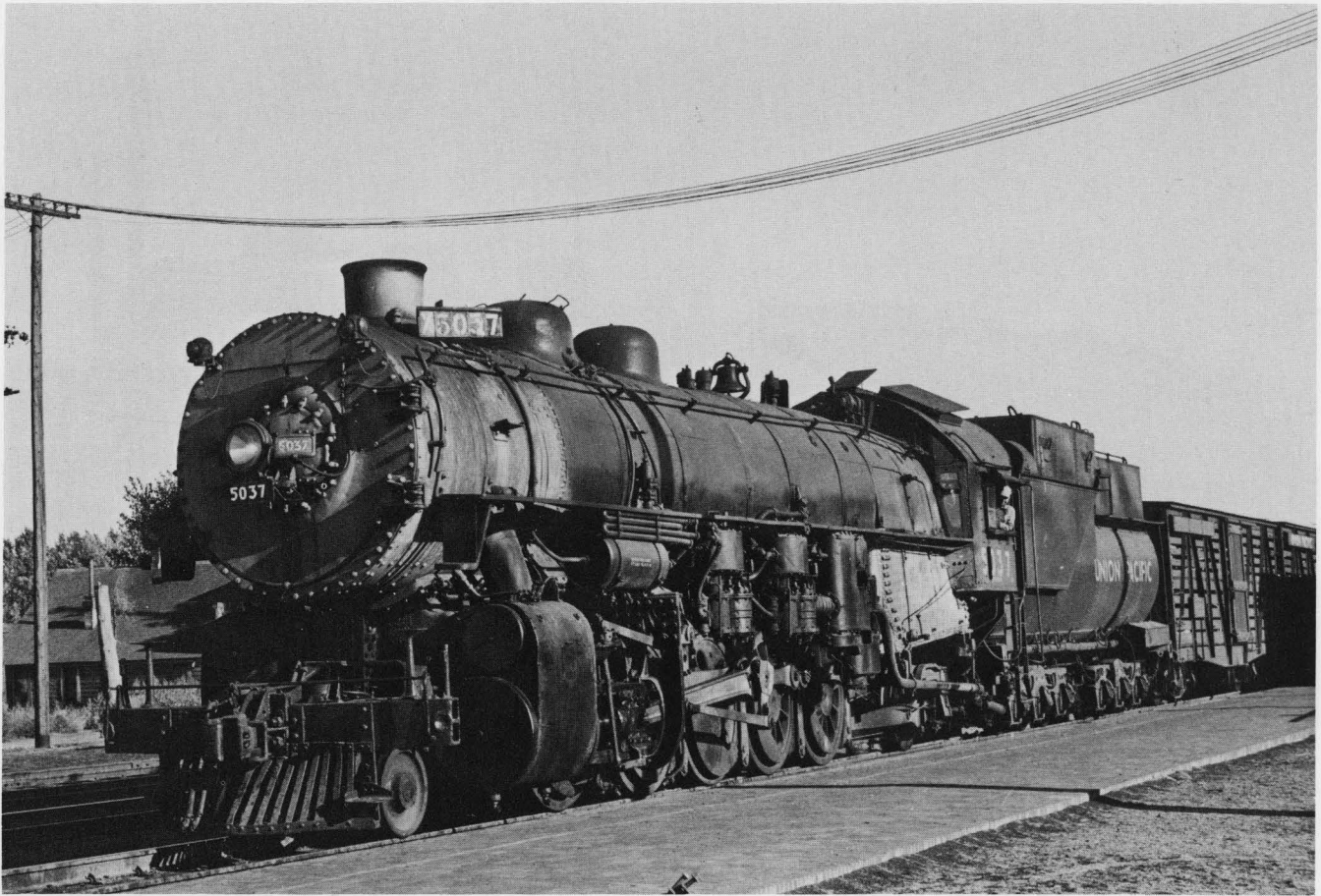




On Aug. 15, 1948, the 5044 was paying a visit to Cache Jct. Purchased by the Union Pacific from Alco in 1923, she had unusual Young valve gear and a Worthington BL feedwater heater (on her left flank). By the time of this picture, she also had a tender with expanded water capacity.

Another Cache Jct. visitor was the 5056, seen on Aug. 10, 1946. Although nearly identical in specs to the 5044 above, the 5056 was turned out by Lima in 1923 — as evidenced by the diamond builder's plate. And instead of a big BL feedwater heater, she sports a Worthington 4S type neatly tucked into the top of the smokebox. Both of these grand old ladies would serve the UP into the mid-Fifties.





The 5037 pauses with a freight at Cache Jct. on Aug. 28, 1948. A summer sun highlights the many details which make steam locomotives visually interesting. Among the 1920 Baldwin's appurtenances are Walschaerts valve gear, twin 8½-inch cross-compound air pumps and big Worthington 4BL feedwater heater (added by UP).

While the feedwater heater is the only addition materially affecting the 5037's appearance, the tender looks quite different than it did back in 1920. Converted to burn oil in 1941, the 5037 is seen here at Ogden on Sept. 3, 1947. Besides the oil bunker, the cylindrical water compartment has received a rectangular extension to accommodate 1,500 additional gallons of water.

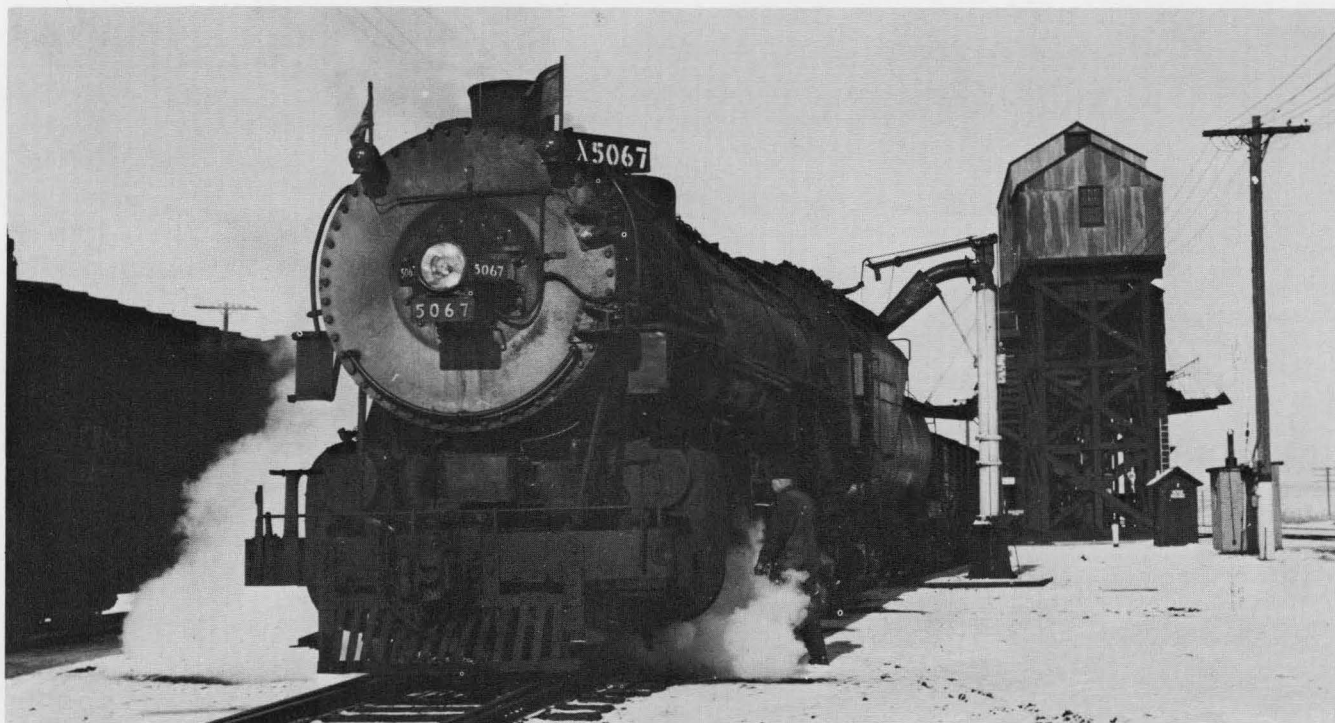




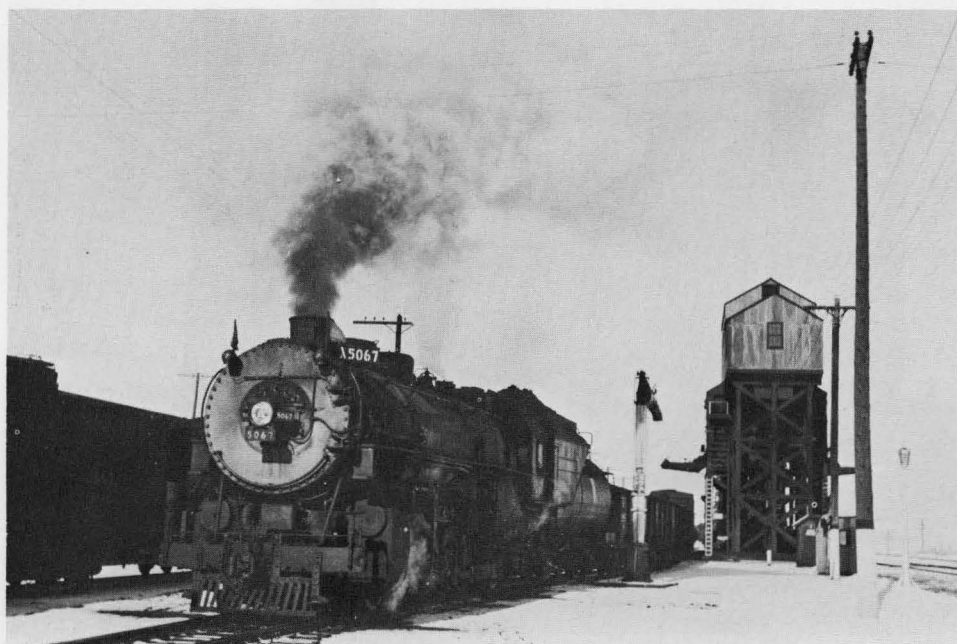
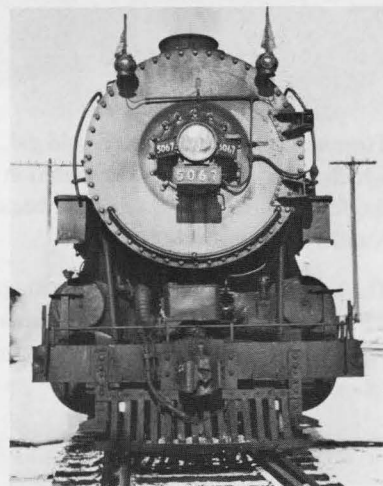
Time was running out for this old gal, sitting in storage at Green River, Wyo., on Aug. 22, 1956, awaiting another call to service which never came; she was retired in October 1957. Emil couldn't get closer to the 5047 because of the string of PFE reefers in the foreground — lucky for us, because the reefer details are fascinating. Note also the unusual flat rear end on the 2-10-2's Vanderbilt tank.

The landmark engine servicing structures at Rawlins, Wyo., provide a backdrop for the 5064 on Aug. 24, 1957. Another of the 37 Santa Fe types turned out by Lima in 1923, she's a long, lanky machine, but her time, too, is running out. She was retired in April of 1958 after 35 years of yeoman service.





In a series of views appropriate for a Christmas card, the 5067 was found at Cache Jct. on Jan. 11, 1946. The classic front view shows the extra's white flags well as the deck-mounted pump for the Worthington 4S feedwater heater up in the top of the smokebox, ahead of the stack. Once the fireman took on water and the engineer checked over the old girl, she created a magnificent scene as she pulled away from the water column to continue her journey.





As the engineer enjoys the scenery, the fireman watches for a passenger train to overtake their drag, powered by 2-10-2 No. 5068, a westbound just out of the mouth of Bear River Canyon in northern Utah. This interesting window on history was captured Oct. 23, 1948.



Looking somewhat the worse for wear, 5079 awaits the call at the Salt Lake City engine facility during 1939. Old Roman style numbers are showing through the paint on the shabby tender, which even has patches on it patches. The Young valve gear, never popular with the UP, has been whitewashed (Magnafluxed) for inspection, as cracks were a common occurrence. Although a sad sight in this view, the engine lasted until January 1956.



Train time at Cache Jct., Utah, Feb. 29, 1936. Although Extra 5074 is classified as a westbound, she will travel nearly every direction but west in her journey from Salt Lake City up to Pocatello. The 5074, a 1923 Lima machine, still sports old style numbers on her headlight bracket numberboard, and flags must have been scarce that day, because the engine is carrying one white flag and one green one. Maybe she's an extra with a second section following.



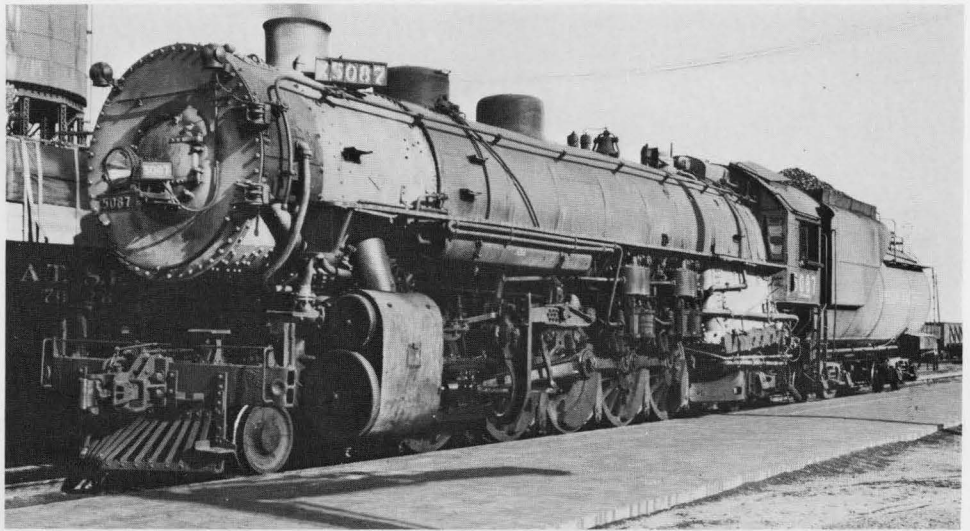


A beautiful Aug. 28, 1948, finds 2-10-2 No. 5082 working in the yard at Cache Jct. Another of the 1923 Limas, she sports an extended smokebox to house the skillfully concealed Coffin feedwater heater. The 40-foot AAR design steel boxcar behind the tender features UP's pre-1947 lettering scheme, with all lettering except for the yellow slogan in white.

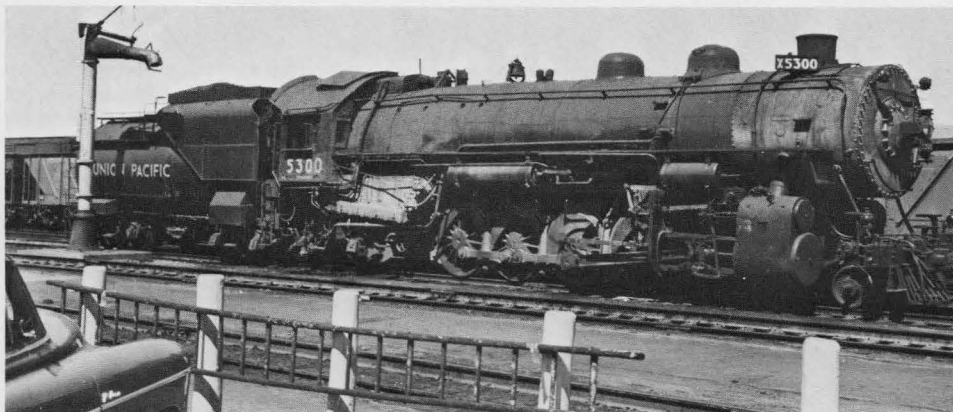
While numbered after 1942 in the 2-10-2 series, engines 5090-5099 were 4-10-2 Overland types. Originally built by Alco in 1925 and 1928 as three-cylinder engines in the 8000-series (UP 8000 and LA&SL 8800-8808, with the 8000 becoming 8809), all were converted at Los Angeles in 1942 and renumbered 5090-5095. While from this angle you can't tell the 5095 is a 4-10-2, this superb view from the Cache Jct. coal bunker records the locomotive's arrival from Pocatello on Nov. 27, 1949. All that remains at Cache Jct. today is the depot.



A well lit 5087 poses for its portrait at Cache Jct. on Aug. 10, 1946. The piping for the Coffin feedwater heater shows clearly in this view, but the semi-circular heater itself is difficult to detect, so neatly is it buried in the smokebox.



That same day — Aug. 10, 1946 — another of Emil's good friends, Calvin Cornia, captured this view of the 5087 working with sister 5037 between McCammon and Downey, Idaho.



LA&SL 2-10-2 No. 3800 was received by the OSL in a 1918 motive power trade and re-numbered 5300. Here the 1918 Baldwin sits waiting for an assignment at Kemmerer, Wyo., in the early Fifties. Like nearly all steam power, her days are numbered, and by early in 1955 she will be stricken from the roster.



During steam's last decade of service, very little was done to change the appearance of most locomotives, as these two views of 2-10-2 No. 5301 will attest. Above, at Cache Jct. on Aug. 10, 1946, the fireman checks the big drag engine's Walschaerts valve gear as she sits beside the little depot. Below, nine years later, on Aug. 25, 1955, 5301 is no longer working in the Cache Valley but instead is waiting for a run out of Laramie, Wyo. In deference to Wyoming winters, the engine has been outfitted with a large plow, but little else has changed. This high angle view, however, does serve to clearly show the Coffin feedwater heater. This old girl lasted nearly three more years on the UP roster, finishing out 40 years of service before her March 1958 retirement.

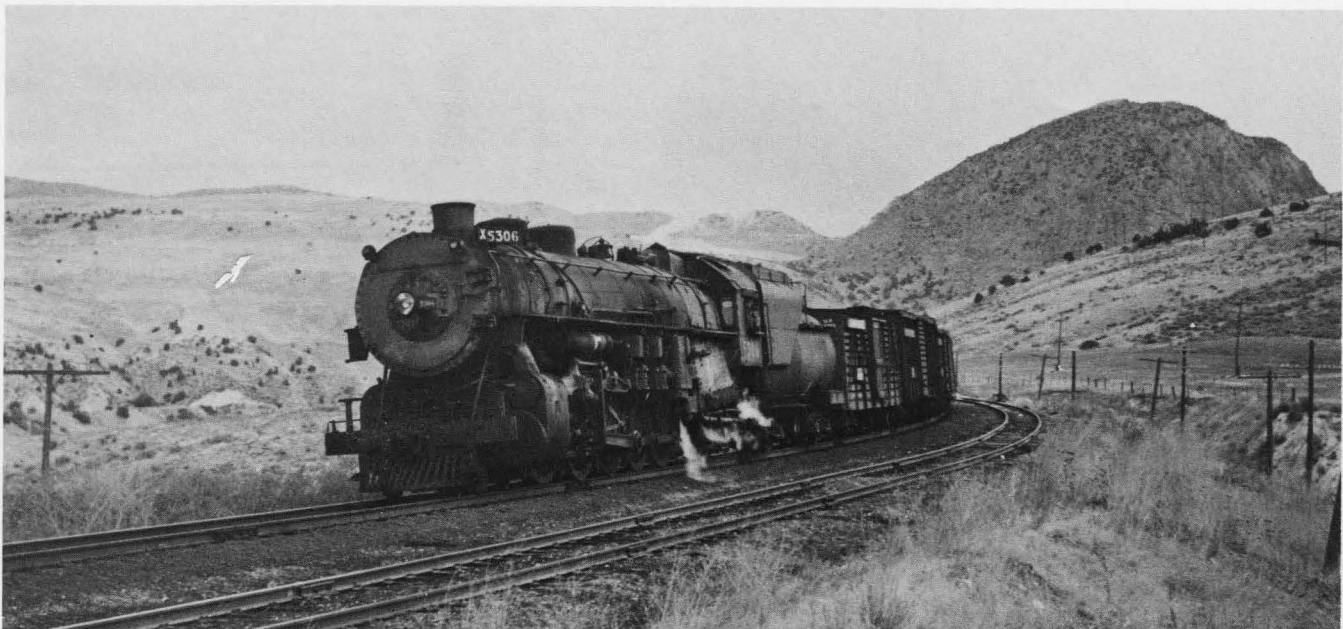




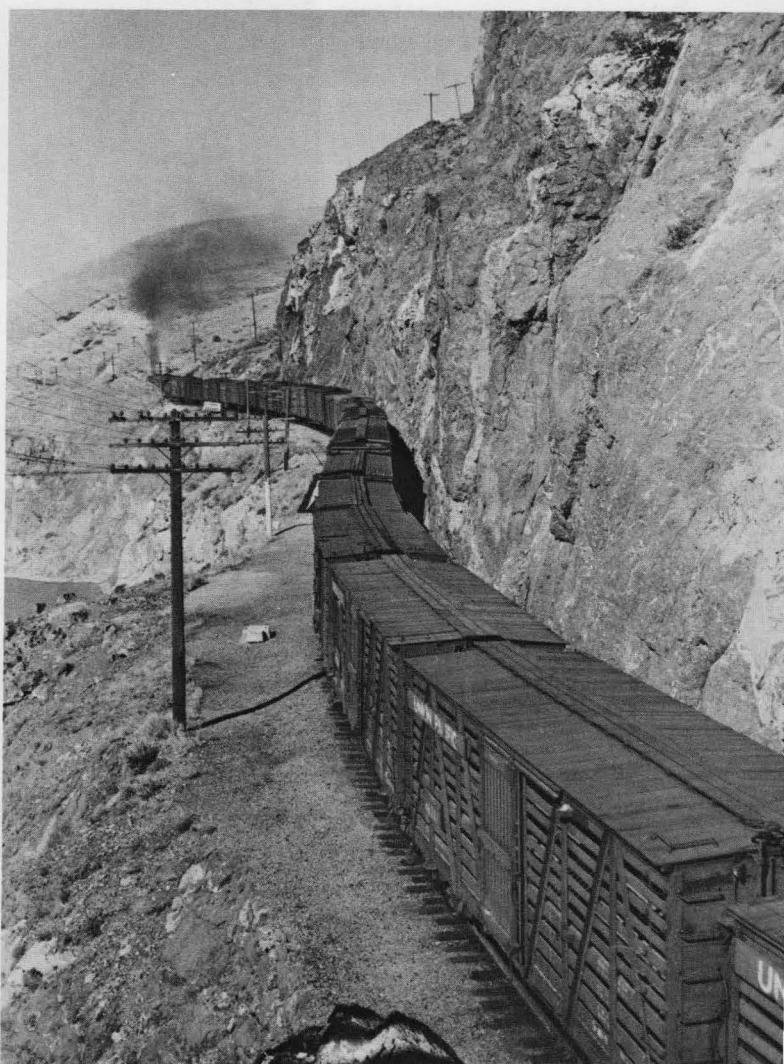
Former LA&SL 3802 was found in the Salt Lake City engine facility on June 12, 1938. The big Santa Fe type sits next to the water column, an unusual feature on the UP, is the large wheel to open and close the water valve rather than the usual pull chain.



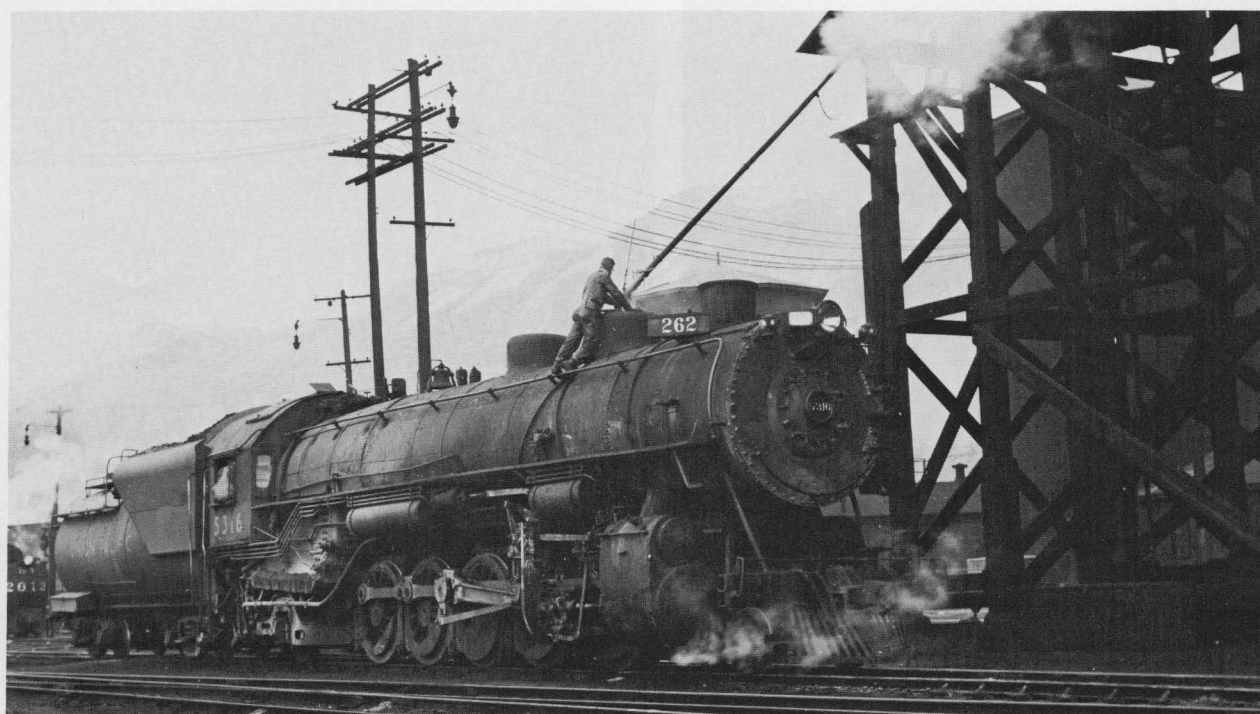
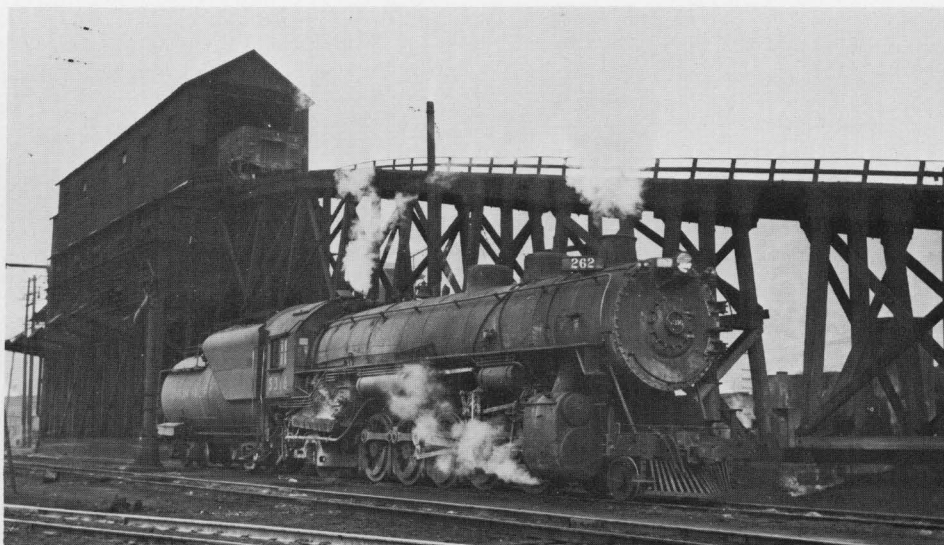
Another of the OSL 2-10-2's, 5304 was photographed early in 1956 backing a work train off Sherman Hill and into the yard at "Chian." The C&S truss bridge crossing of the UP main, along with famous red brick Tower A, are both visible in the distance. Built by Baldwin as LA&SL 3804 in 1918 and renumbered OSL 5304 before the year was out, the engine was retired just months after this scene was captured, in July 1956.



The beautiful and rugged Bear River Canyon of northern Utah provides the spectacular scenery for these three views. The top photo finds a 1923 Alco product, the 5306, leaving the south end of the canyon on Sept. 25, 1948, with a mixed freight for Ogden and Points East. The pair of views below find the same locomotive traversing the twisting canyon a month earlier, on Aug. 28, 1948.



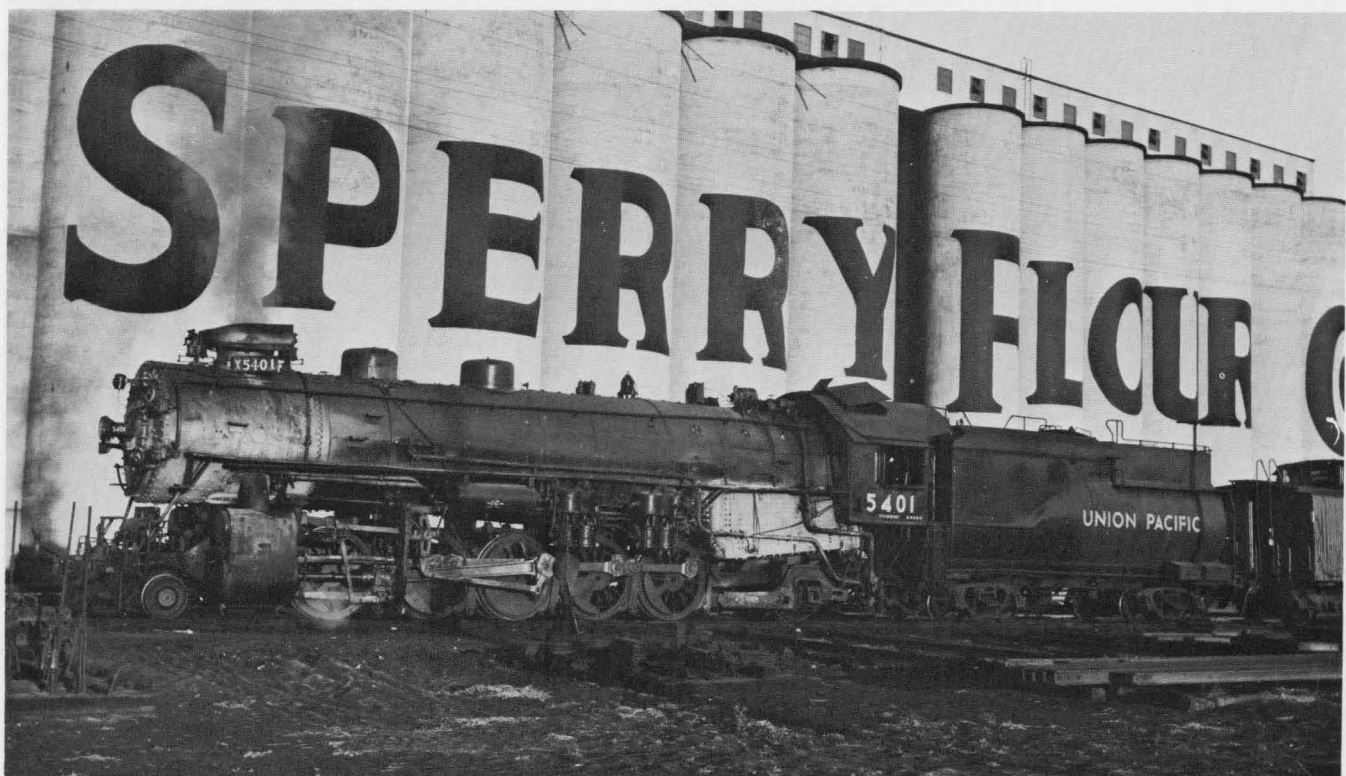
A chilly Feb. 5, 1940, finds sturdy 2-10-2 No. 5316 being serviced at the Salt Lake City engine terminal after completing its run on train 262. In the top photo, she is spotted at the water plug beside the coaling bunker, filling her 12,000-gallon tender. A hostler then backed the 1923 Baldwin to the coal bunker for up to 20 tons of the black diamonds, and finally the former OWR&N 5411 was backed still further to allow the sand dome to be re-filled. With servicing completed, she would be moved to the ready track to await her next assignment.





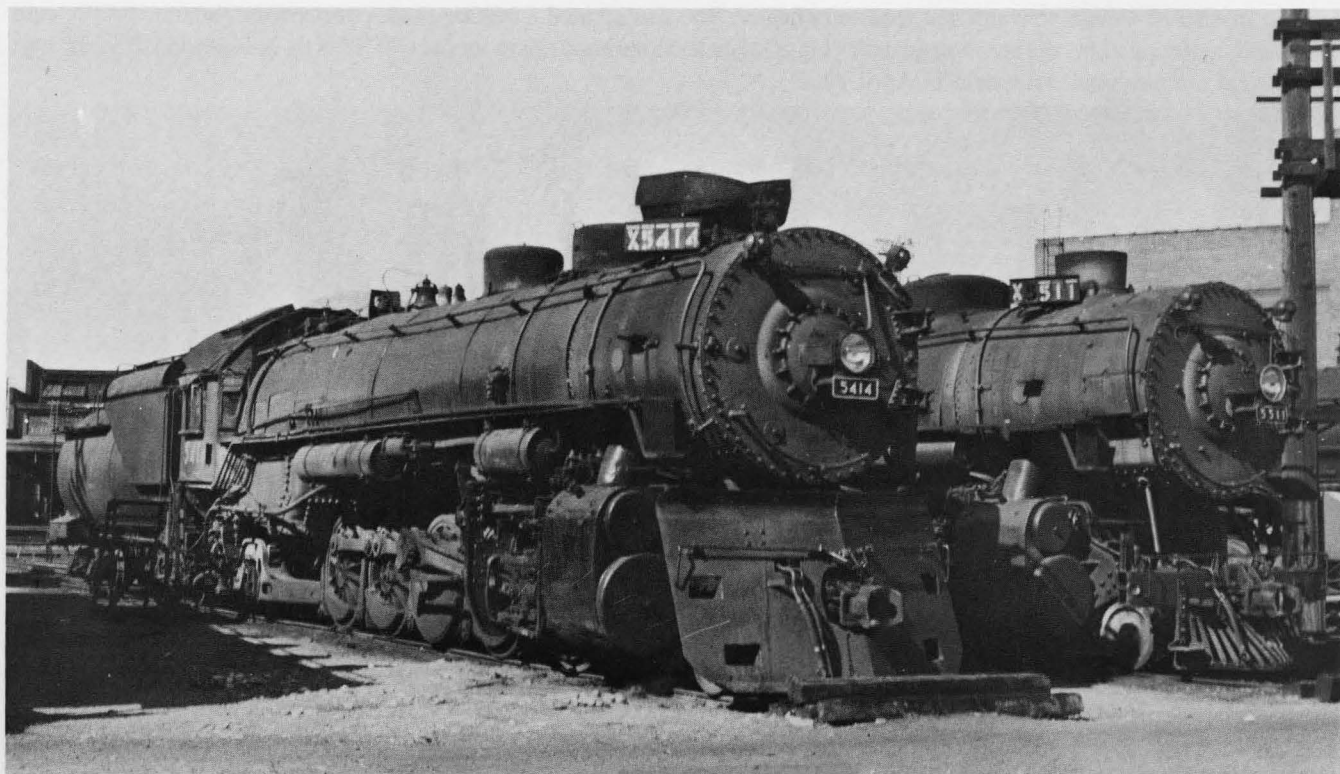
Classed TTT63 (for Two-Ten-Two with 63-inch drivers), the 5307 waits for an assignment at Ogden in October 1947. Built by Alco for the OSL in 1923, the engine had Young valve gear and carried a Franklin trailing truck booster in the early 1930's,

5401, at the same location, was a unique 2-10-2 in that she was the only UP Santa Fe type equipped with an Elesco exhaust steam injector instead of a more conventional feedwater heater. She also sported a trailing truck booster from the mid-1920's until 1936, and, quite apparent, she is equipped with a big clamshell smoke hood. Built for the OWR&N by Baldwin in 1923, she kept her original number until retirement in April 1955.

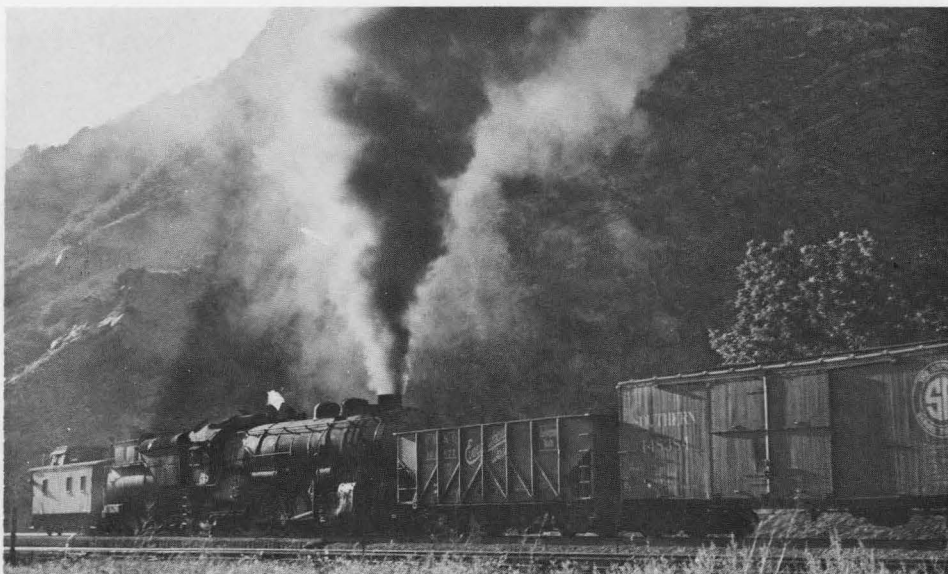




The 5402 teams up with 5005 at Ogden on Aug. 27, 1946. Another of the 1923 Baldwins for the OWR&N, 5402 has a pilot air reservoir for her clamshell smoke hood and carries an automatic train control (ATC) box below the front end of her running board. The pilot truck axle has been modified to carry the receiving coils for the ATC. This hefty example of the locomotive builders' art would serve the UP until March 1955.



Her years of service at an end, the 5414 awaits her fate at the Ogden roundhouse on May 13, 1956, just weeks before official retirement came in August. This view provides a good look at the large snowplow pilots applied to some UP power in later years. The 5414 was the last of 15 2-10-2's turned out for the OWR&N by Baldwin in 1923.



Few sights are more dramatic than a helper engine shoving with all its might at the rear of an interminably long string of freight cars. These two views depict 2-10-2's engaged in such a chore at Devils Gate, Utah, during the early Fifties. Wisely, with all that power shoving against all that weight, the frail wooden cabooses are tacked on behind the tender drawbar of the pusher engines.



Its helper service completed, 2-10-2 No. 5009 drops back down the grade from the Wahsatch summit to Ogden in this view between Devils Slide and Morgan, Utah, on Sept. 3, 1949.

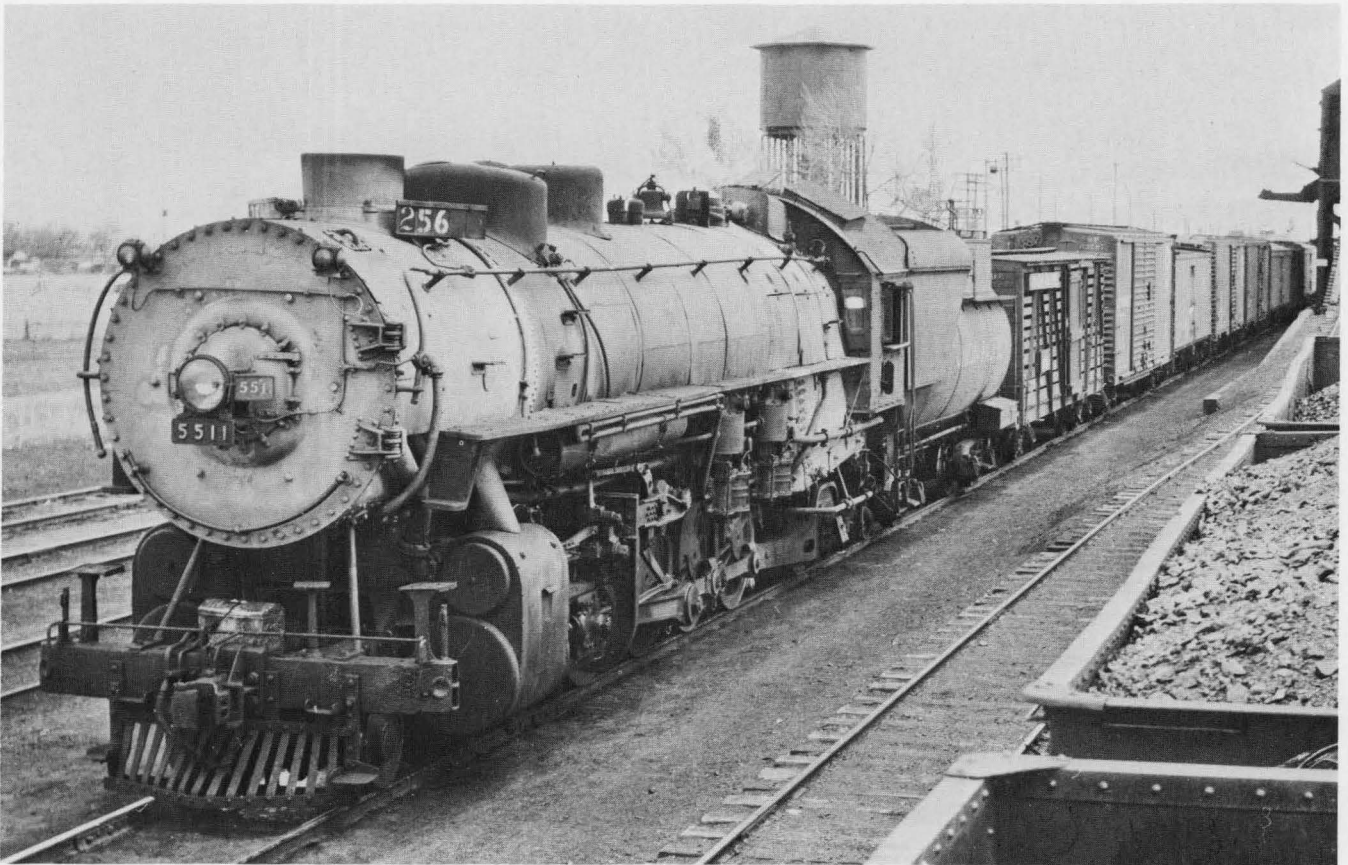




Freshly shopped 2-10-2 No. 5500 prepares to take a freight out of Ogden on June 27, 1946. The first of 15 Baldwin engines of 1923 leased by the LA&SL from the parent UP, the 5500 was retired in November 1949 — one of the first 2-10-2's to go.

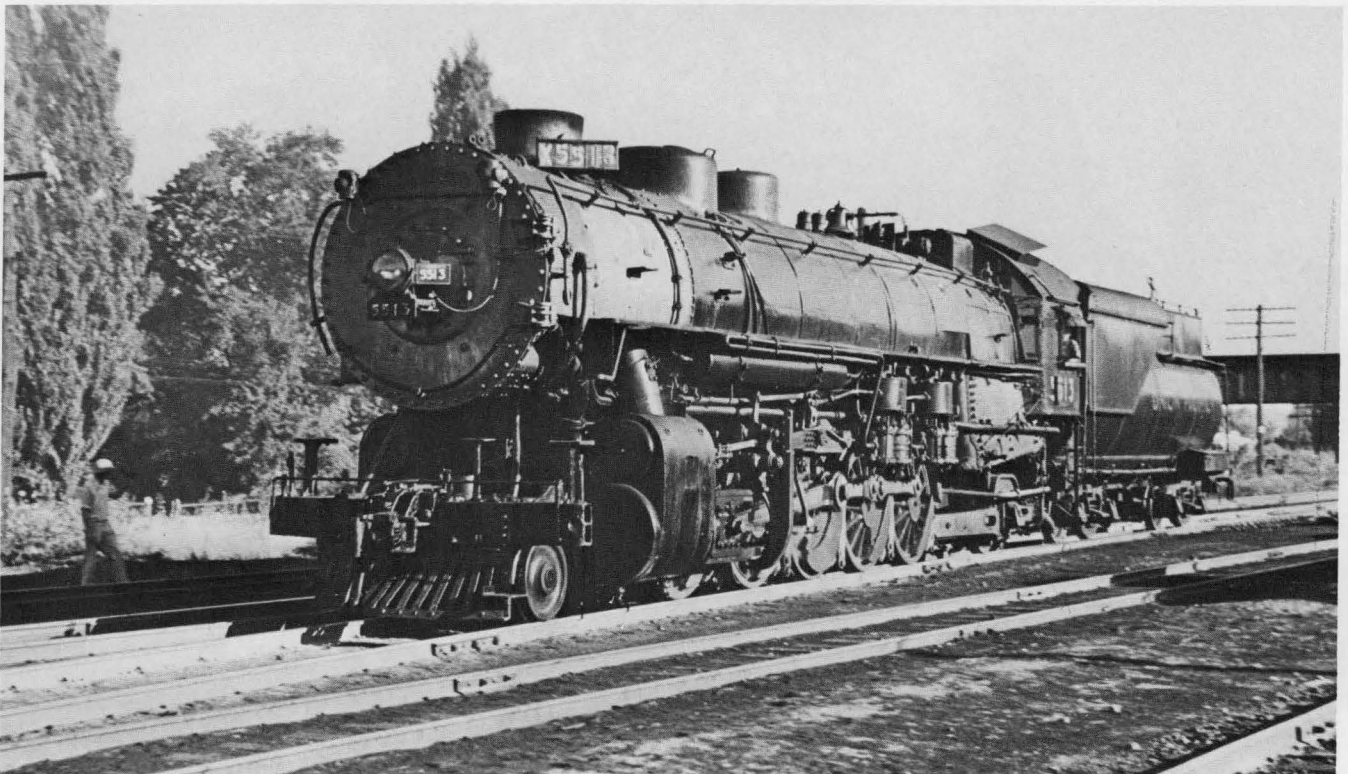


A highway overpass frames the scene as the 5006 leads a westbound freight out of Ogden on Sept. 3, 1948. The yellow stock cars up front are headed for Salt Lake City, where they will join the newly inaugurated DLS "Daylight Livestock" for the overnight run to Los Angeles.



In a truly timeless view, Emil captured not only a freight train but an era: the age of steam. Photographed from a coal hopper waiting its turn to feed the Cache Jct. coal bunker, this scene was repeated day in and day out for decades. The coaling facility was torn down around 1955, but the 1923 Baldwin 2-10-2 seen heading up train 256 is still around, preserved by the UP in the Cheyenne roundhouse.

Brilliantly illuminated by the late afternoon sun, the 5513 was working in the Ogden yard when this Sept. 3, 1947, view was taken. This sister of engine 5511 above was not as lucky and was retired from service in March 1955 at the ripe old age of 32.





The 5528 guides Big Boy 4022 and a lengthy freight under the Bamberger Railway bridge and out of Ogden on Sept. 3, 1947. The 1918 Baldwin 2-10-2 was originally UP 5012 but was sold to the LA&SL and converted to an oil-burner in 1928.



Doubleheader action was again captured by Emil, this time at Salt Lake City on Oct. 5, 1947. The 5525 was turned out by Baldwin in 1917 as UP 5007, coming west to the LA&SL in 1929 and lasting in service until 1955.

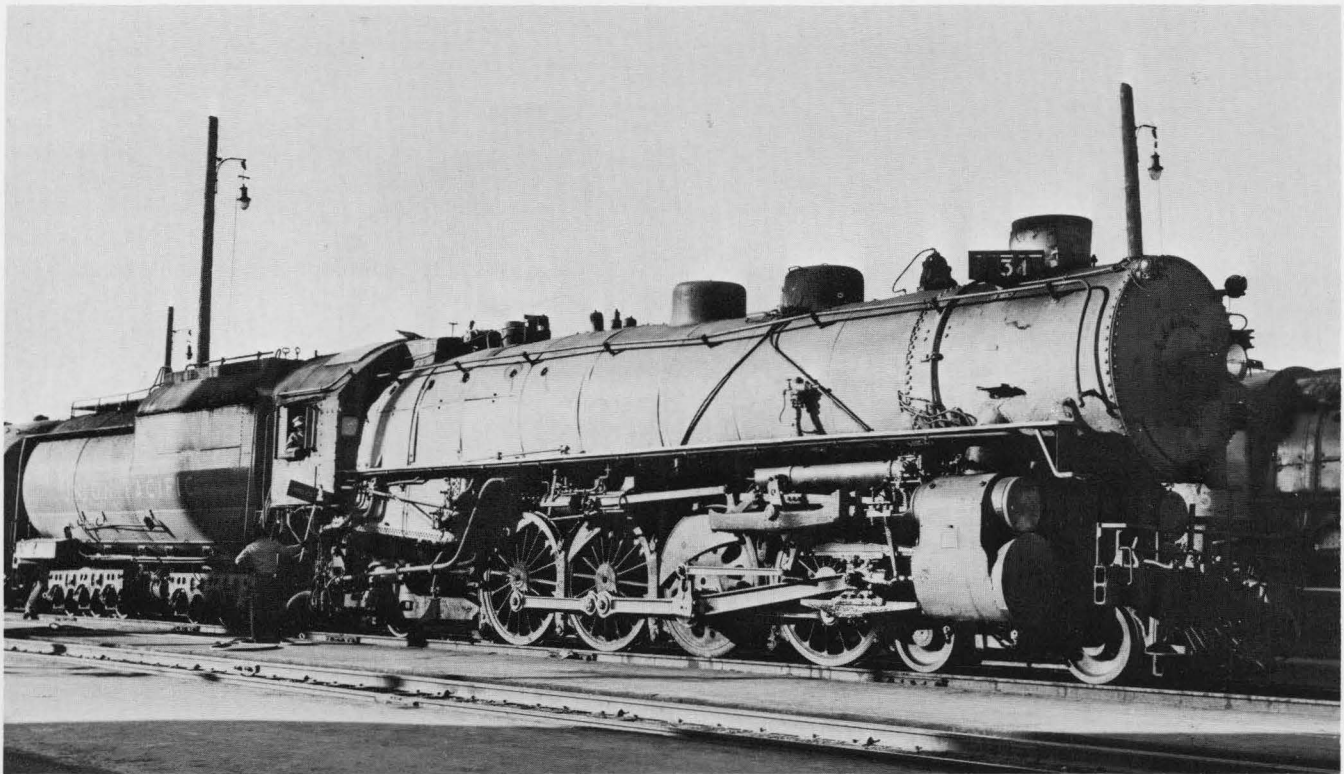


Cache Jct. was visited in the spring of 1946 by "Sport Model" 4-8-2 No. 7016. Turned out by Alco in 1923 near the middle of a 40-locomotive order, the 7016 would last in passenger and freight service until eventual retirement in 1955. Equipped with automatic train control, the engine's ATC box can be seen just below the front of the right running board.

4-8-2's

Sister 7018, at the Salt Lake City engine facility, still wears her old Railroad Roman numerals on the tender sides in this April 4, 1936 photograph.





Some 13 years and 20 days after he photographed the 7018 in Salt Lake City (previous page), Emil caught up with her again, this time all decked out in two-tone gray paint and in charge of passenger train 34 at Pocatello, Idaho. The date? It's April 24, 1949.

NW2 switcher D.S. 1044 edged into this view of 7019, also taken at Pocatello on April 24, 1949. From this angle, details of the big 12,000-gallon, 20-ton Vanderbilt tender are readily visible.





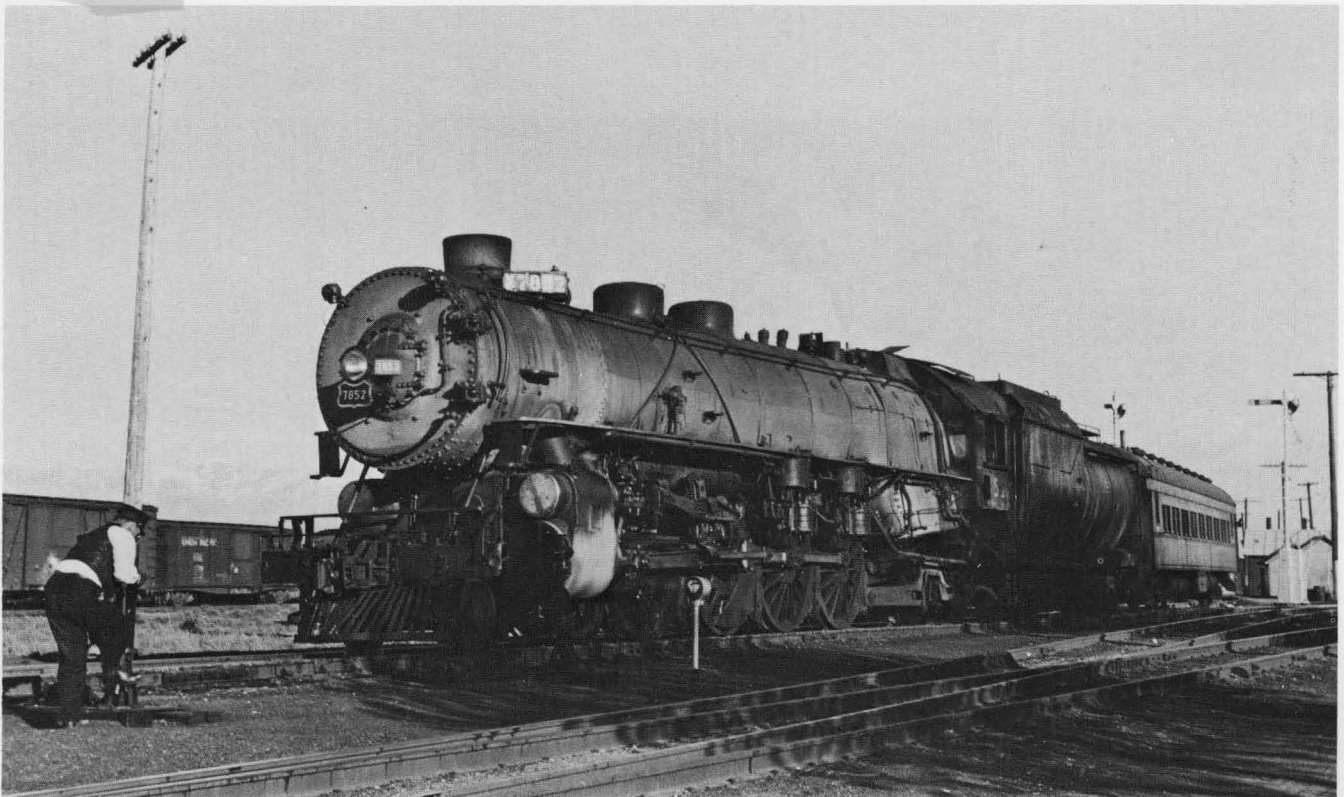
The Ogden, Utah engine servicing facilities once again provide the backdrop for Emil's photography. This time it's June 22, 1946, and the 7019 (not yet painted two-tone gray) shares the coal chute tracks with 4-8-8-4 No. 4003. Built by Alco for the UP back in 1922, the 7019 would last on the roster until December 1954.

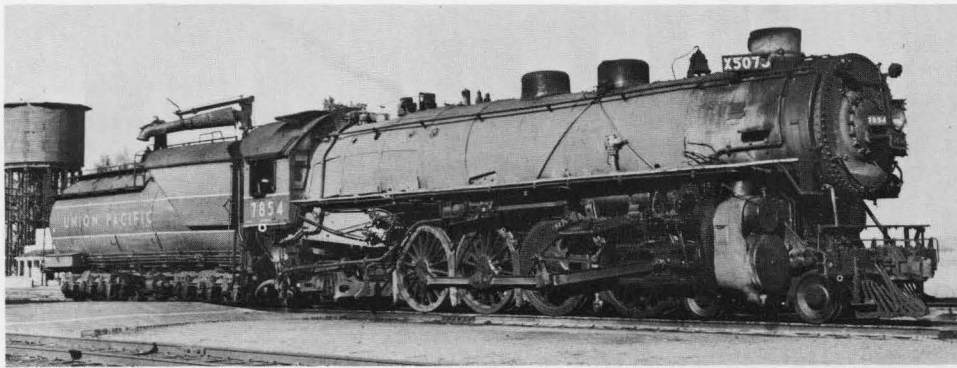




The white flags that now hang limp will soon be fluttering in the breeze that Mountain-type 7038 will generate as she leaves Cache Jct. with an extra freight on Aug. 22, 1940. Lightest engines for their horsepower anywhere when built, the Mountain types were rarely used on the mountainous grades of the OSL-OWR&N.

Mountain 7852 was the third of 15 "Sport Model" 4-8-2's built for the Los Angeles & Salt Lake by Alco in 1923. On May 15, 1948, she really didn't have to exert much of her 54,838 pounds of tractive effort to get this single-coach local rolling out of Cache Jct.





Two-tone gray 7854 takes on water at Cache Jct. in 1948. Having most recently been used as a helper ahead of 2-10-2 No. 5074, the oil-burning 4-8-2 now will return light to Ogden to await her next assignment.



In the maze of trackwork east of the Cheyenne roundhouse, oil-burning 7853 is spotted to fill her tank to its capacity of 12,000 gallons of water and 5,280 gallons of Bunker C.

Her tank filled, the 7853 moves past ready tracks of “growlers” — in this case Alco FA/FB sets — on her way to the depot to pilot the mixed train up the Yoder branch. It's Aug. 23, 1955, and 7853 is living on borrowed time; she'll leave the roster the following March.





Early in Emil's photographic career, he captured "Sport Model" 7866 with train 29 at Cache Jct. on June 21, 1931. This engine was one of five 4-8-2's (7865-7869) built by Alco in 1924 and leased by the UP to the LA&SL. With 73-inch drivers, the Mountains were equally at home in passenger or freight service. These were among the first UP locomotives delivered with the distinctive shield number plates.

7860 moves the **Northwest Express**, train 32, past the engine facilities and Standard Oil refinery on the north side of town and on toward the Salt Lake City depot on the morning of Sept. 1, 1948. Head-end business on this run down from Butte, Mont., was certainly good. The 7860 became one of the first 4-8-2's to leave the roster, being scrapped in July 1950.



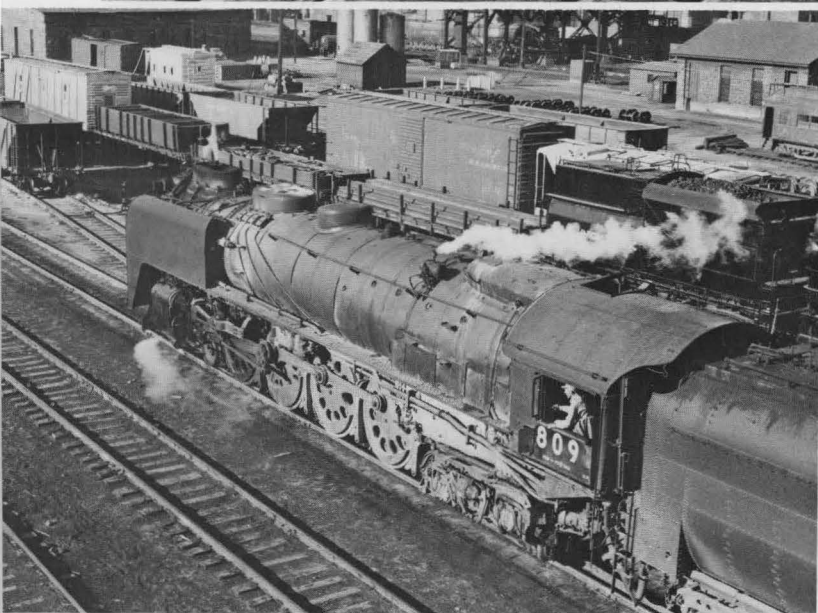


Northern 800, the first of Union Pacific's fleet of famous 4-8-4's, pauses momentarily under the coaling tower at Evanston, Wyo., on July 23, 1956. This class FEF-1 engine was turned out by Alco in 1937.

4-8-4's

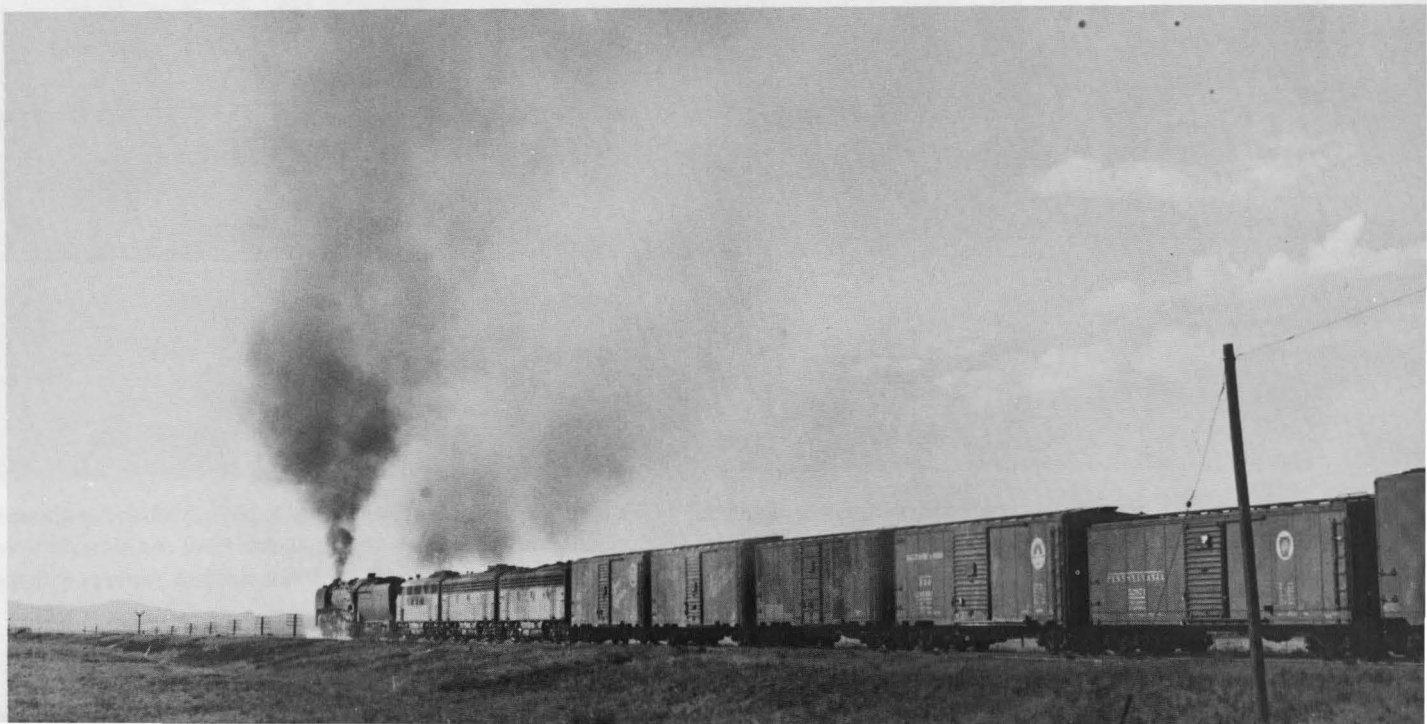
The 801 moves through the yard at Green River, Wyo., on Independence Day, July 4, 1957. This "small" 800 is beginning to show some wear and tear as it nears the end of its career. The 20 FEF-1's were delivered with 20,000-gallon tenders riding on six-wheel trucks, but during the 1950's, as larger 800's were retired, some of the original tenders were replaced with 23,500-gallon, 14-wheeled tanks from the FEF-2 and FEF-3 engines.





This outstanding series of photographs depicts the 809 leading a three-unit lashup of F's east out of Laramie, Wyo., and was taken on Aug. 23, 1956. While the 809 had the distinction of being the first UP 4-8-4 to be painted in the attractive two-tone gray scheme, back on May 8, 1946, but unfortunately the scheme was dropped, and by this time the 809 was back to her original black. She did, however, sport a double stack which was added in the late Forties.





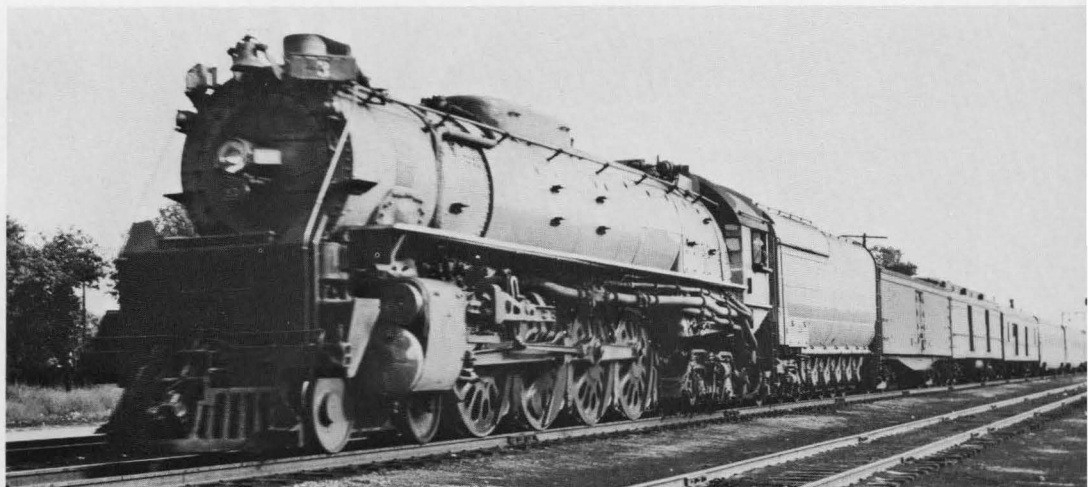


A mixture of lightweight and heavyweight cars, the Daily **Los Angeles Limited** arrives in Salt Lake City on a cold, overcast winter day in 1946 behind the 818. Another of the “little” 800’s turned out by Alco in 1937, she and all her sisters were converted to burn oil in 1946. Still to come: elephant ear smoke lifters.



FEF-2 No. 821, from the second group of 4-8-4’s, delivered by Alco in 1939, pauses at North Platte, Neb., with the eastbound **Los Angeles Limited** in November 1944. Two tracks over, a westbound loads and unloads passengers. Emil and his wife were passengers on the **Los Angeles Limited**, heading east to Fort Benning, Ga. In January 1945, Emil was shipped overseas with his outfit.

With her new two-tone gray paint still fresh, the 821 brings train No. 3 into Ogden on Aug. 27, 1946. The attractive paint scheme was first applied (to sister 809) in May of 1946, so 821's paint can't be very old.



Train No. 1, the **Los Angeles Limited**, looking like anything but one of the Streamliners that the Union Pacific advertised so widely, passes under the Bamberger Railroad bridge with the 821 up front and heads for the Ogden depot. The fascinating consist contains a varied mixture of lightweight and heavyweight cars.





Northerns 828 and 835 occupy the coaling tracks at Ogden on June 16, 1957. While the 828 was an FEF-2 from the 1939 group, the 835 was the first of the FEF-3's, delivered by Alco in 1944 with the blessings of the War Production Board.

In addition to piloting crack passenger trains across the system, the 800's did regular freight service and were even used as helpers, as witnessed by this view on the Wasatch grade between Hennifer and Devils Slide, Utah, on June 9, 1956.





Another interesting series of shots that should delight any "nuts and bolts" fan was taken Aug. 22, 1956, at Green River, Wyo. Depicted is a westbound ballast train in the care of a grime-encrusted 826. In the top view, the train awaits departure, with a blue flag hung on the cab. In the bottom views, the engineer cracks the throttle and eases the 826 out of town on one of her last runs; she was retired in November 1956.

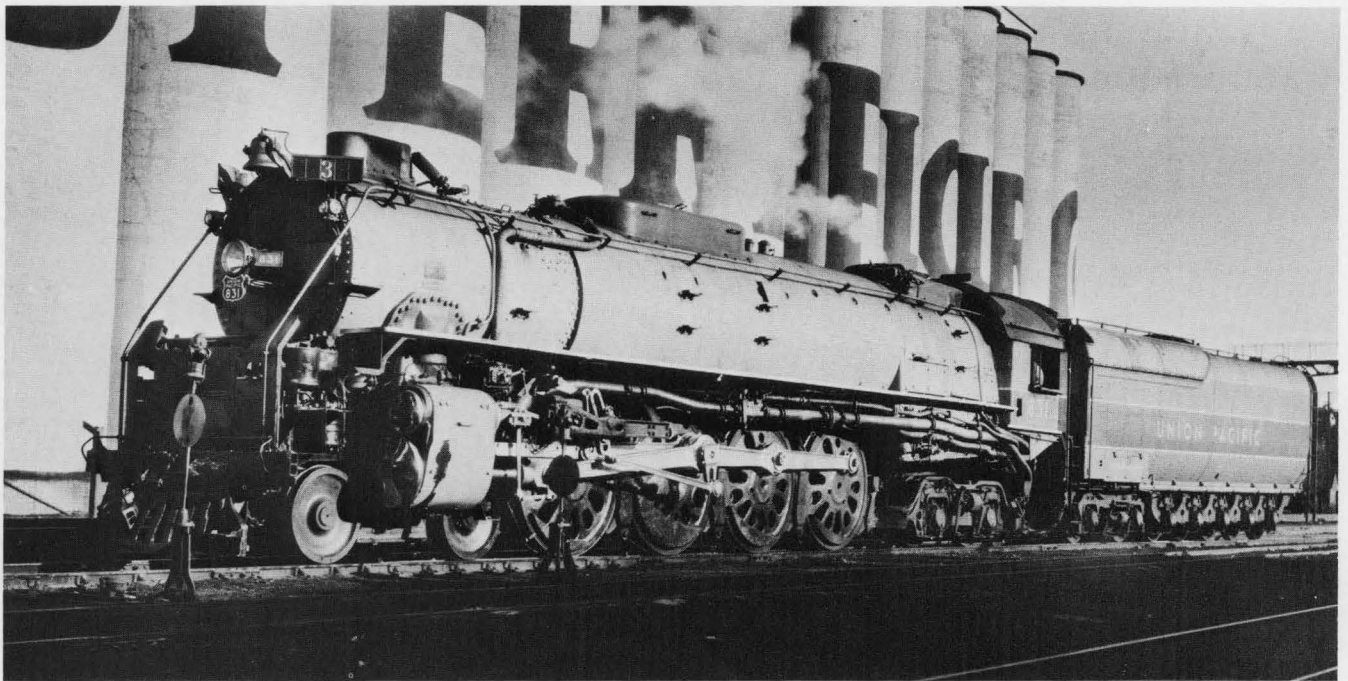




An interesting low angle shot of FEF-2 No. 829 at Cache Jct. in 1949. By the time this photo was taken, smoke lifters had already been applied to over half of the UP's 45 4-8-4's, and all of them would receive the elephant ears by 1952.



The Wasatch Mountains to the east of Ogden still wear the remains of winter snows in this June 1, 1957, view. Although gas turbine 61, partially eclipsing 4-8-4 No. 828, is younger than the steam locomotive by approximately 15 years, it will be retired only two and one-half years after the 828, which left the roster in January 1961.



An example of how a paint job, smoke lifters and nine years of service can alter the appearance of a locomotive. Above, the 831 was resplendent in its new two-tone gray paint at Ogden on Sept. 21, 1946. Below, looking considerably different, she arrives in Cheyenne, assisting turbine 60 with a freight, on Aug. 24, 1955.

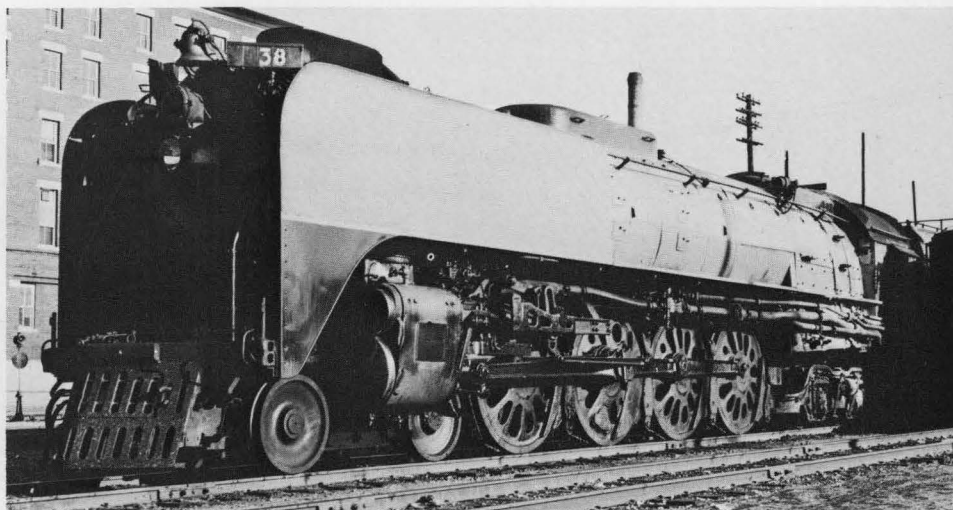




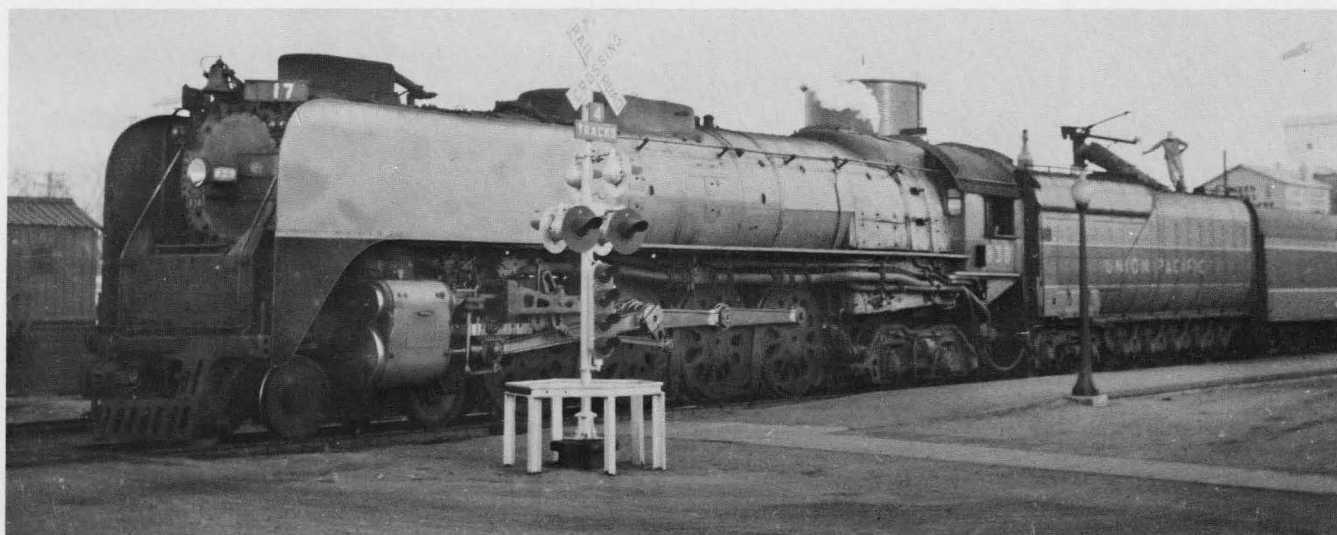
Train 27, the Daily **San Francisco Limited**, flies across the Wyoming countryside east of Hanna on Aug. 25, 1957. The seven headend cars and two coaches aren't really providing much of a workout for the 839. This locomotive was one of several 4-8-4's experimentally outfitted with a triple stack in a 1945 test.



Emil caught both sides of two-tone gray 840, complete with new smoke lifters, as she paused at Salt Lake City with train No. 38, the **Pony Express**, on Sept. 4, 1947.



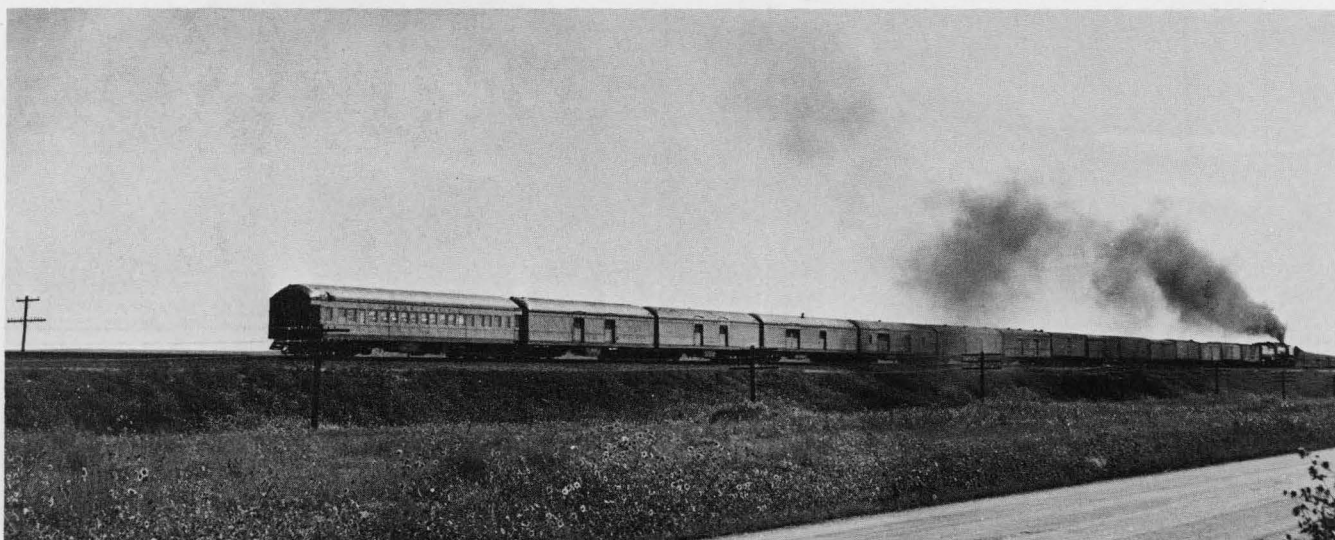
The **Pony Express** pauses at Greeley, Colo., around 1950 to exchange passengers and express and to add water to the 838's tank for the next leg of her journey — on into Denver. Today, more than 20 years after her official retirement, the 838 still resides in what remains of the "Chian" roundhouse.





In the waning days of the steam era, the proud 800's were frequently assigned to mail train service. Here the 833 with 12 cars of mail and two coaches steams through the signal bridge as she climbs the eastbound grade at Hermosa, Wyo., in 1957.

An unknown 800 heads up Sherman Hill with a similar mail train, trailed by a single heavyweight coach, on Aug. 24, 1955.



The **Los Angeles Limited**, consisting of 9 cars powered by the 839, drifts downgrade the last few miles into Cheyenne on Aug. 24, 1955. This beautiful locomotive was part of UP's third and final batch of Northern's, delivered by American Locomotive Co. in 1944.



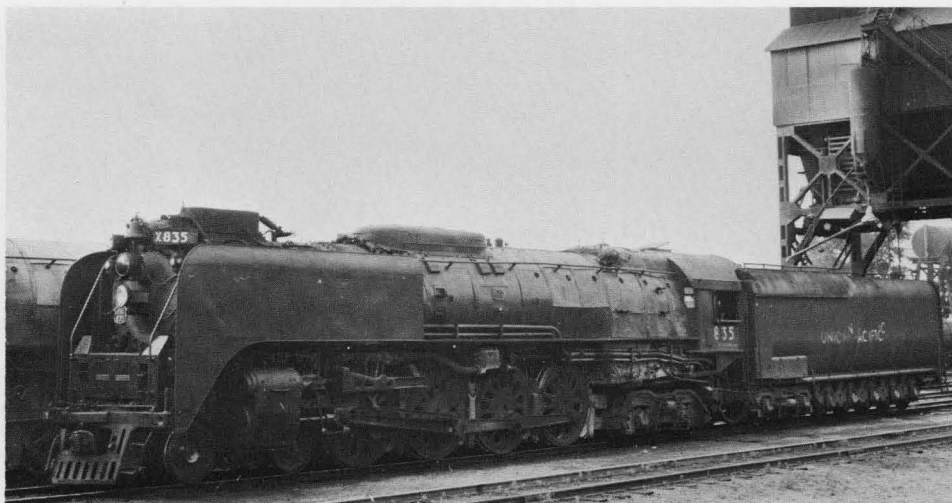


A grimy 828 at the servicing area of the Ogden engine facility on June 16, 1957. Dirty as she might be, the old girl still had a few years left before retirement in January 1961.

Late in her career, the 824 makes a pit stop at the servicing facility for oil-burners at the Cheyenne roundhouse in 1955. All three series of 800's were delivered as coal-burners, but a 1946 coal miners' strike caused the UP to convert all 45 of these mainline racehorses to burn oil.



An overcast day reduces harsh shadows and allows us to see the many details of a steam locomotive which we otherwise might miss. Such a day was June 16, 1957, and the 835 is beginning to show her age. She won't see another coat of paint, even though her tender lettering makes one think he's seeing double.

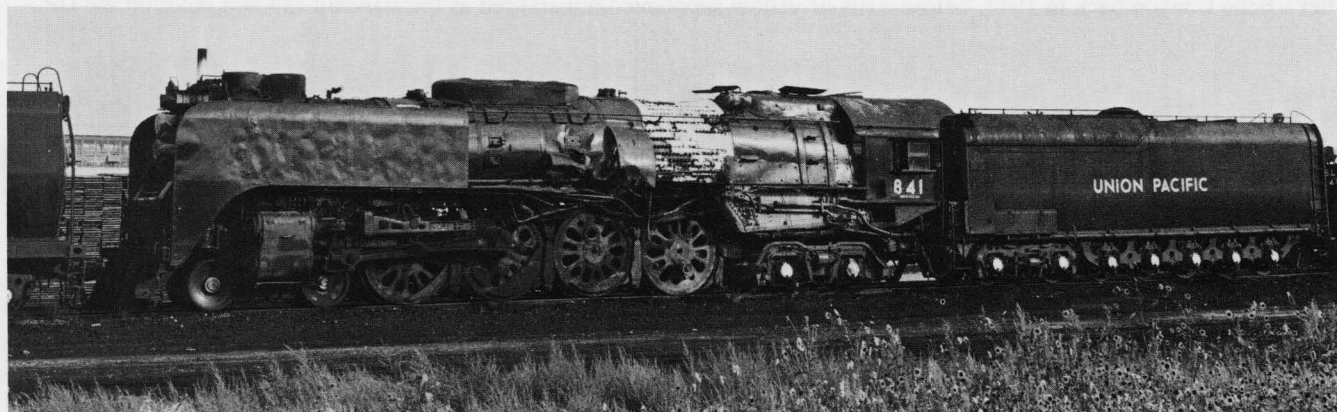


A classic action view finds the 835 roaring through Granger, Wyo., on July 4, 1957, with the **San Francisco Overland**, by this time primarily a mail train. Granger is 145 miles east of Ogden and is the point where the Northwestern District mainline branches off the Overland Route.





Trailing a stubby CA-1 hack, the 833 helps an eastbound mixed freight out of Riverdale, UP's Ogden yard, in the autumn of 1957 and the winter of the locomotive's active career. But this 4-8-4 was one of the fortunate ones; saved from the cutting torch, she was donated to Salt Lake City for permanent display in January 1962.



A sad sight indeed, crippled 841 shows the unfortunate effects of a thrown main rod as she awaits her fate on the Cheyenne deadline on Aug. 24, 1956. The injury proved fatal, and the lame Northern was scrapped in March of 1957.



As we bring this volume to a close, we are grateful to Emil Albrecht and others like him who had the interest and took the time to record the all too fleeting images of American railroad history. CA-1 caboose 2630 brings up the rear of a reefer block traversing Utah's Echo Canyon back in 1947, before Armour yellow supplanted mineral red as the standard caboose color on the UP.

